

04 - STRUCTURES

INDEX OF DRAWINGS

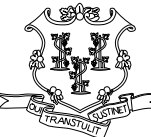

DRAWING NUMBER	DRAWING TITLE
S-01	STRUCTURES INDEX OF DRAWINGS
S-02	APJ REPLACEMENT INFORMATION TABLE
S-03	BRIDGE NO. 00043, 00044, 00045, 00046 & 03563 PLANS
S-04	BRIDGE NO. 00048, 00049, 00050, 00057 & 00058 PLANS
S-05	ASPHALTIC PLUG JOINT WITHOUT BRIDGING PLATE
S-06	ASPHALTIC PLUG JOINT WITH BRIDGING PLATE
S-07	MEMBRANE INSTALLATION AND PARAPET JOINT DETAILS
S-08	DECK PATCHING AND WEEPHOLE DETAILS

BRIDGE NO.	CROSSING	TOWN
00043	I-95 OVER ROUTE 1	DARIEN
00044	I-95 OVER KINGS HIGHWAY AND GOODWIVES RIVER	DARIEN
00045	I-95 OVER ROUTE 136	DARIEN
00046	I-95 OVER METRO NORTH RAILROAD	DARIEN
00048	I-95 OVER I-95 N.B. RAMP NO. 047 AND FIVE MILE RIVER	DARIEN/NORWALK
00049	I-95 OVER RICHARDS AVENUE	NORWALK
00050	I-95 OVER KEELER AVENUE	NORWALK
00057	I-95 OVER WEST AVENUE	NORWALK
00058	I-95 OVER CRESCENT ST AND METRO NORTH RAILROAD	NORWALK
03563	I-95 TR 803 OVER CRESCENT ST AND METRO NORTH RAILROAD	NORWALK

NOTE : FOR BRIDGE LOCATIONS, SEE HIGHWAY PLANS.

THE DESIGN APPEARS TO CONFORM TO APPLICABLE CRITERIA. APPROVAL IS NOT TO BE CONSTRUED TO MEAN THAT ALL ASPECTS OF THE DESIGN HAVE BEEN PERSONALLY CHECKED BY THE UNDERSIGNED.

TRANSPORTATION PRINCIPAL ENGINEER

				THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: JWP/SAB	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION <small>Filename: ...\\035-0195_SB-1-Index.dgn</small>	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: DARIEN AND NORWALK	PROJECT NO. 35-195
			CHECKED BY: SAB		SHEET NO. S-01					
			SCALE AS NOTED		SHEET NO. 04.01					
REV.	DATE	REVISION DESCRIPTION	SHEET NO.		Plotted Date: 11/4/2014					

BRIDGE INFORMATION FOR REPLACEMENT OF EXISTING EXPANSION JOINTS																				
BRIDGE INFORMATION AND GEOMETRY		BRIDGE NO.																		
		00043		00044		00045		00046		00048		00049		00050		00057		00058		03563
		11.61		11.88		12.23		12.28		13.32		13.57		13.86		15.52		15.70		0.73
BRIDGE INFORMATION AND GEOMETRY	MILE POINT	N.B. 3	S.B. 3	N.B 4	S.B. 4	N.B. 3	S.B. 3	N.B 3	S.B. 3	N.B 3	S.B. 3	N.B. 3	S.B. 3	N.B 3	S.B. 3	N.B. 4	S.B. 3	N.B 4	S.B. 3	S.B. 2
	NO. OF TRAVEL LANES	54.417'	54.417'	67.5'	67.5'	55.417'	55.417'	54.417'	54.417'	54.417'	54.417'	55.667'	54.417'	54.5'	54.5'	59.667'	49.25'	59.75'	54.25'	38'
	CURB-TO-CURB WIDTH	53		0		3		24		18		12		6		8		37		26
	SKEW (DEG)	1 1/8"		3/5"		1/2"		2/3"		3/4"		1/2"		2/5"		5/6"		1"		1"
	THERMAL MOVEMENT RANGE (IN.)	DETAIL A		DETAIL A		DETAIL A		DETAIL A		DETAIL A		DETAIL A		DETAIL A		DETAIL A		DETAIL A		DETAIL A
JOINT REPLACEMENT DETAIL	ABUTMENT NO. 1	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		DETAIL B		DETAIL B
	PIER NO. 1	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		DETAIL B		DETAIL B
	PIER NO. 2	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		DETAIL B		DETAIL B
	ABUTMENT NO. 2	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		DETAIL A		DETAIL A
	PARAPET	N.B. N/A	S.B. N/A	N.B DETAIL C	S.B. DETAIL C	N.B. N/A	S.B. N/A	N.B N/A	S.B. N/A	N.B N/A	S.B. N/A	N.B. DETAIL C	S.B. DETAIL C	N.B DETAIL C	S.B. DETAIL C	N.B DETAIL C	S.B. DETAIL C	N.B DETAIL C	S.B. DETAIL C	S.B. DETAIL C
	MEDIAN	DETAIL C		DETAIL C		DETAIL C		DETAIL C		DETAIL C		DETAIL C		DETAIL C		DETAIL C		DETAIL C		N/A
ASSOCIATED WORK	MEMBRANE ONE SIDE OR BOTH SIDES OF APJ	ONE		ONE		ONE		ONE		ONE		ONE		ONE		ONE		**		**
	FINE MILLING DEPTH	1"		2"		1"		2"		1"		1"		1"		1"		1"		1"
	PMA S0.5 DEPTH	2"		2"		2"		2"		2"		2"		2"		2"		2"		1.5"

** MEMBRANE WATERPROOFING TO BE INSTALLED ON BOTH SIDES OF APJ AT PIERS & IF THERE IS NO APPROACH SLAB AT ABUTMENTS THE MEMBRANE WATERPROOFING TO BE INSTALLED ON ONE SIDE (BRIDGE DECK) OF APJS.
DETAIL A IS ON DRAWING NO. S-5
DETAIL B IS ON DRAWING NO. S-6
DETAIL C IS ON DRAWING NO. S-7

ASPHALTIC PLUG EXPANSION JOINT SYSTEM NOTES

1. NO BRIDGING PLATE SHALL BE USED AT THE FOLLOWING LOCATIONS:
A. JOINT BETWEEN A DECK END AND A CONCRETE APPROACH PAVEMENT
B. WHERE A BRIDGE DECK END MEETS A BITUMINOUS APPROACH PAVEMENT
2. SAW-CUTS MADE 3' EACH SIDE OF CENTERLINE OF JOINT WILL BE PAID AS "CUT BITUMINOUS CONCRETE PAVEMENT".
3. THE REMOVAL OF ALL EXISTING JOINT SYSTEMS AND BITUMINOUS CONCRETE WITHIN THE LIMITS SHOWN TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVAL OF HMA WEARING SURFACE".
4. INSTALLATION OF MEMBRANE WITHIN THE LIMITS SHOWN TO BE PAID UNDER THE ITEM, "MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)"
5. CRACK SEALANT PLACED ALONG VERTICAL FACES OF THE SAW-CUT PAVEMENT TO BE PAID UNDER THE ITEM, "JOINT AND CRACK SEALING OF BITUMINOUS CONCRETE PAVEMENT".
6. THE FURNISHING AND PLACING OF HMA S0.375 TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "HMA S0.375".
7. SAW-CUTTING AND REMOVAL OF PAVEMENT FOR JOINT INSTALLATION TO BE INCLUDED FOR PAYMENT UNDER THE ITEM, "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
7. CLOSED CELL BACKER ROD DIAMETER SHALL BE DETERMINED AFTER MEASURING THE JOINT OPENING. THE ROD SHALL BE 25% LARGER THAN THE JOINT OPENING.
9. ASPHALTIC PLUG EXPANSION JOINT SYSTEMS MAY BE INSTALLED ONLY WITHIN THE TEMPERATURE RANGE SPECIFIED IN THE SPECIAL PROVISION "ASPHALTIC PLUG EXPANSION JOINT SYSTEM". REFERENCE TABLE D FOR "BRIDGE SUPERSTRUCTURE SURFACE TEMPERATURE" RANGE IN THE SPECIAL PROVISION
10. EXPLORATION OF PAVEMENT THICKNESS AND JOINT LOCATION TO BE INCLUDED IN THE GENERAL COST OF THE ITEM "REMOVAL OF HMA WEARING SURFACE".

PAVEMENT REPLACEMENT AT ASPHALTIC PLUG JOINTS (APJ):

1. THE REQUIREMENTS OF SPECIAL PROVISION SECTION 4.06 SHALL BE MET EXCEPT IN LIEU OF DENSITY TESTING, THE METHODS DESCRIBED BELOW SHALL BE FOLLOWED TO ASSURE PROPER COMPACTION.
2. TOP LIFT MUST BE UNIFORM THICKNESS; INTERMEDIATE LIFTS CAN BE PLACED AT 1 1/4" TO 2 1/2" COMPACTED.
3. REQUIREMENTS FOR PROPER COMPACTION:

a. MINIMUM 265° F DELIVERY TEMPERATURE OF MATERIAL. PLACE AND SPREAD MATERIAL BEFORE IT COOLS TO 260° F. MATERIAL NOT PLACED BEFORE FALLING BELOW TEMPERATURE REQUIREMENT WILL BE REJECTED.

b. COMPACT NON-SURFACE LIFTS WITH VIBRATORY PLATE COMPACTOR MEETING THE FOLLOWING REQUIREMENTS:

i. SHALL BE DESIGNED TO COMPACT BITUMINOUS CONCRETE

ii. SHALL BE EQUIPPED WITH A WATER TANK

iii. MINIMUM CENTRIFUGAL FORCE OF 3200 LBS

iv. MAXIMUM CENTRIFUGAL FORCE OF 6000 LBS

v. WEIGH A MINIMUM OF 160 LBS (WITHOUT WATER)

vi. MINIMUM 4400 VIBRATIONS PER MINUTE

c. COMPACT TOP LIFT WITH 3 1/2 TO 4 1/2 TON DOUBLE DRUM ROLLER, DESIGNED TO COMPACT BITUMINOUS CONCRETE.

d. PROVIDE NUMBER OF PASSES BASED ON LIFT THICKNESS AS FOLLOWS:



LIFT THICKNESS (INCHES)	NUMBER OF PASSES
1 1/4 TO 1 1/2	8
1 1/2 TO 2	10
2 TO 2 1/2	12

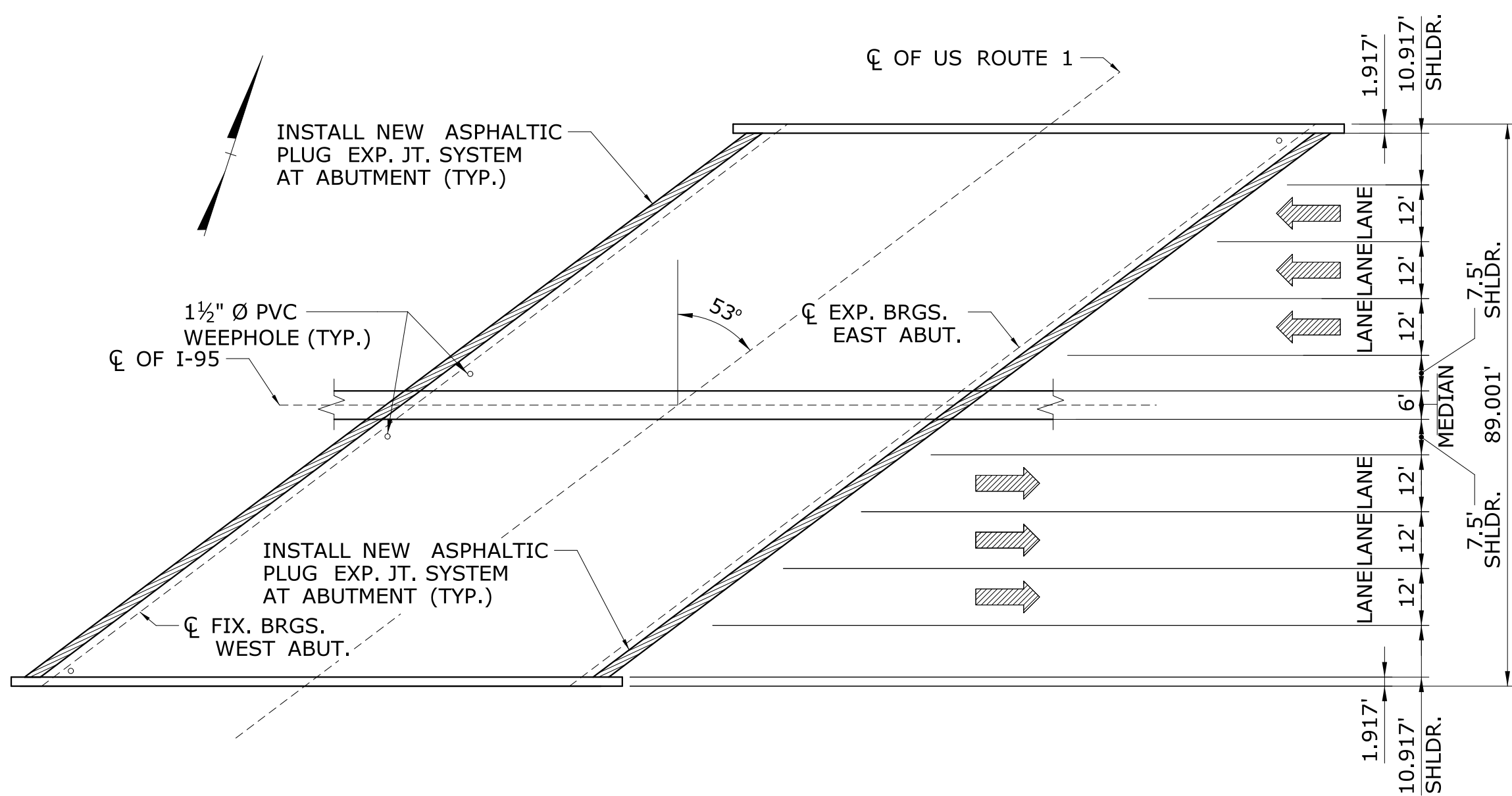
e. ADDITIONAL COMPACTION EQUIPMENT MAY BE REQUIRED TO COMPLETE LIFT COMPACTION BEFORE MATERIAL COOLS TO 180° F.

f. CORNERS OR OTHER AREAS INACCESSIBLE TO PLATE TAMPER SHALL BE COMPACTED WITH A HAND TAMPER (APPROVED FOR USE BY THE ENGINEER) A MINIMUM OF 20 TIMES BEFORE MATERIAL COOLS TO 180° F.
4. THE CONTRACTOR MAY REQUEST TO USE ALTERNATE EQUIPMENT BY SUBMITTING A SUPPLEMENT TO THEIR QC PLAN. THE EQUIPMENT AND PROCEDURES MUST BE APPROVED BY THE ENGINEER PRIOR TO USE.
5. IF THESE METHODS ARE NOT PERFORMED TO THE SATISFACTION OF THE ENGINEER, DENSITY VERIFICATION MAY BE REQUIRED WHEREIN THE CONTRACTOR SHALL PROVIDE DENSITY TESTING WITH A QC NUCLEAR DENSITY GAUGE OR COLLECT CORE SAMPLES AS SPECIFIED IN SECTION 4.06.

QUANTITIES		
ITEM	UNIT	AMOUNT
ASPHALTIC PLUG EXPANSION JOINT SYSTEM	C.F.	1644
REMOVAL OF HMA WEARING SURFACE	S.Y.	1538
CUT BITUMINOUS CONCRETE PAVEMENT	L.F.	2360
MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)	S.Y.	662
JOINT AND CRACK SEALING OF BITUMINOUS CONCRETE PAVEMENT	L.F.	2300
HMA S0.375	TON	282
CLEANING WEEPHOLES	EACH	64
PARTIAL DEPTH PATCH	C.F.	2205

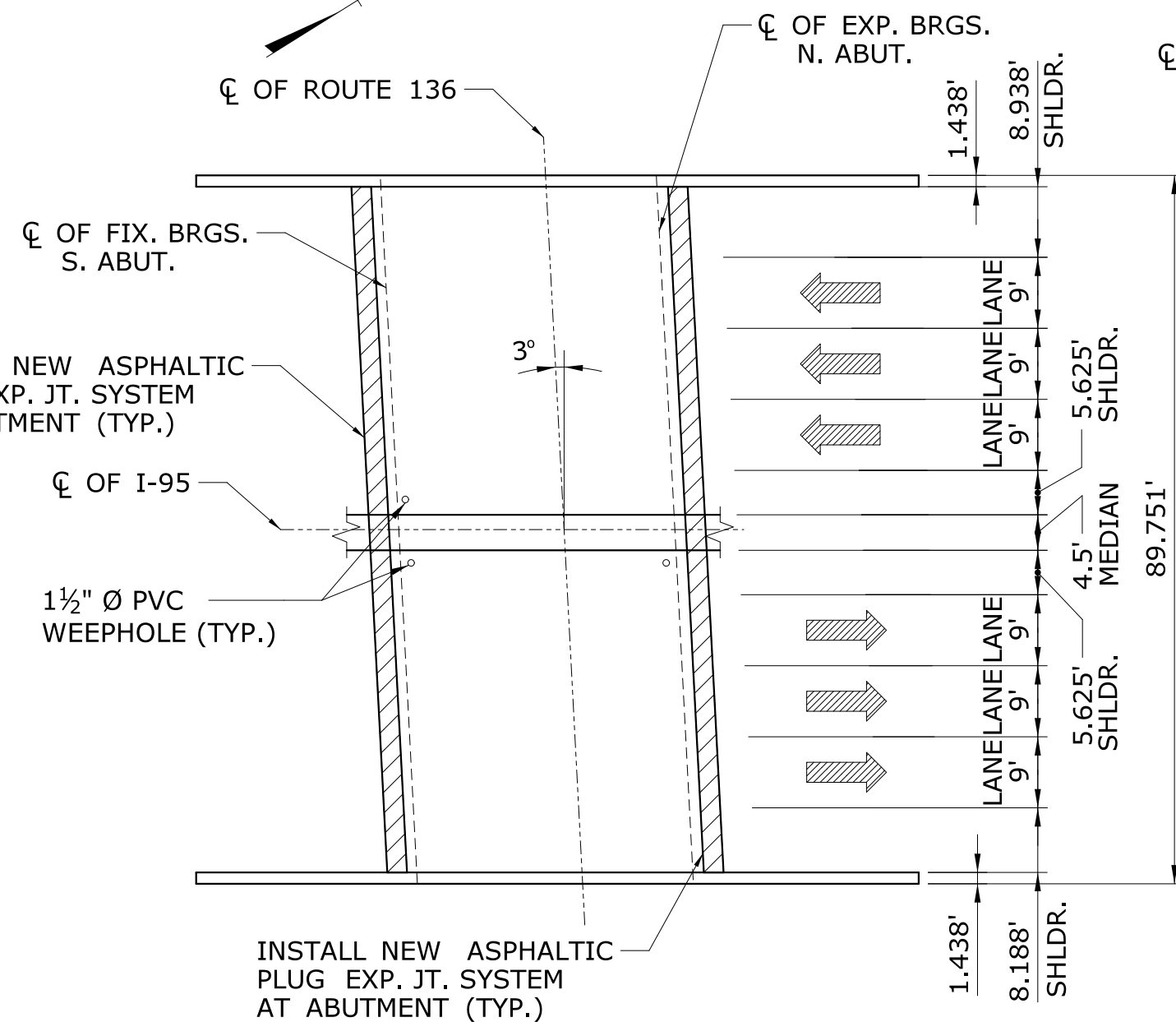
NOTE: HMA S0.375 TO BE USED ONLY AT ASPHALTIC PLUG JOINT. PMA S0.5 TO BE USED ON REMAINDER OF BRIDGE DECK. QUANTITIES FOR PMA S0.5 INCLUDED IN HIGHWAY SHEETS.

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					CHECKED BY: SAB			DRAWING NO. S-02			
					SCALE AS NOTED			SHEET NO. 04.02			
REV.	DATE	REVISION DESCRIPTION	SHEET NO.		Plotted Date: 11/4/2014			Filename: ...\\035-0195_SB-1-Index.dgn			



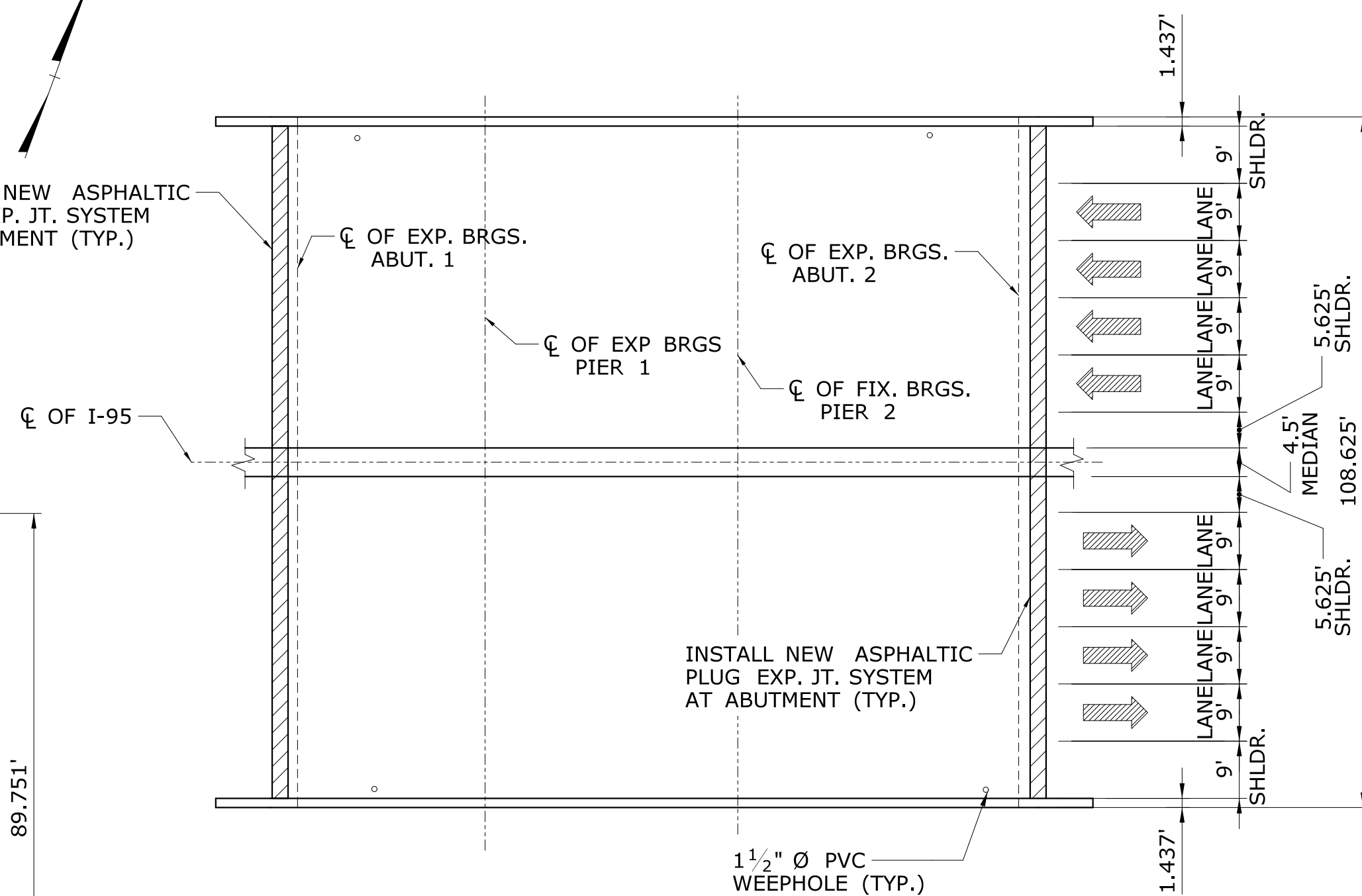
**GENERAL PLAN - BRIDGE NO. 00043
(I-95 OVER US ROUTE 1)**

NOT TO SCALE



**GENERAL PLAN - BRIDGE NO. 00045
(I-95 OVER ROUTE 136)**

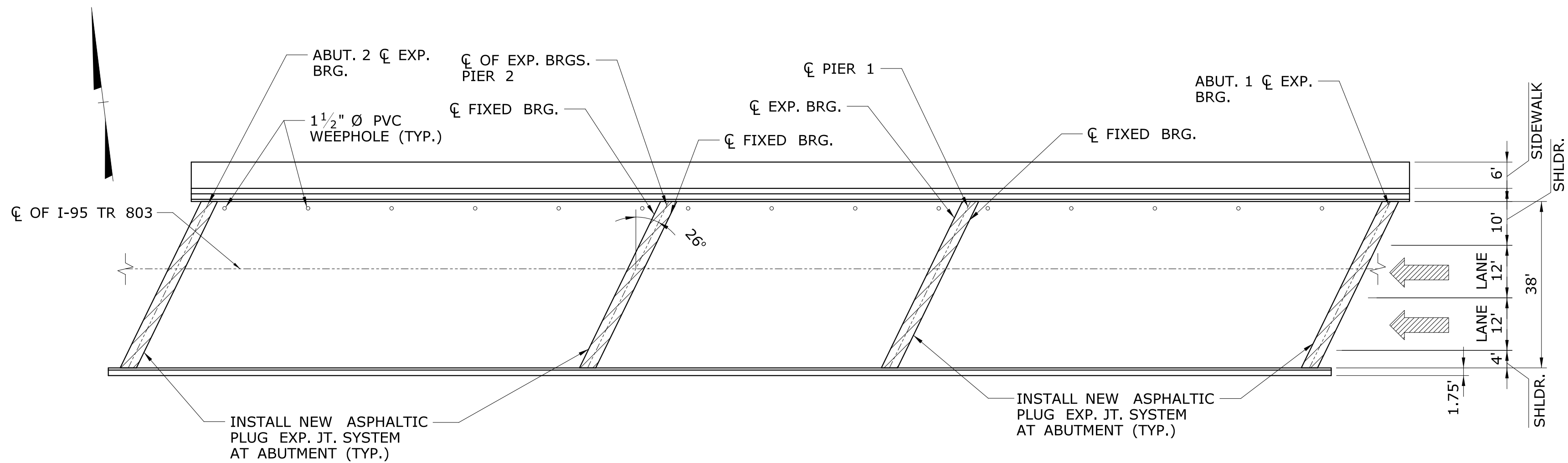
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**GENERAL PLAN - BRIDGE NO. 00044
(I-95 OVER KINGS HIGHWAY & GOODWIVES RIVER)**

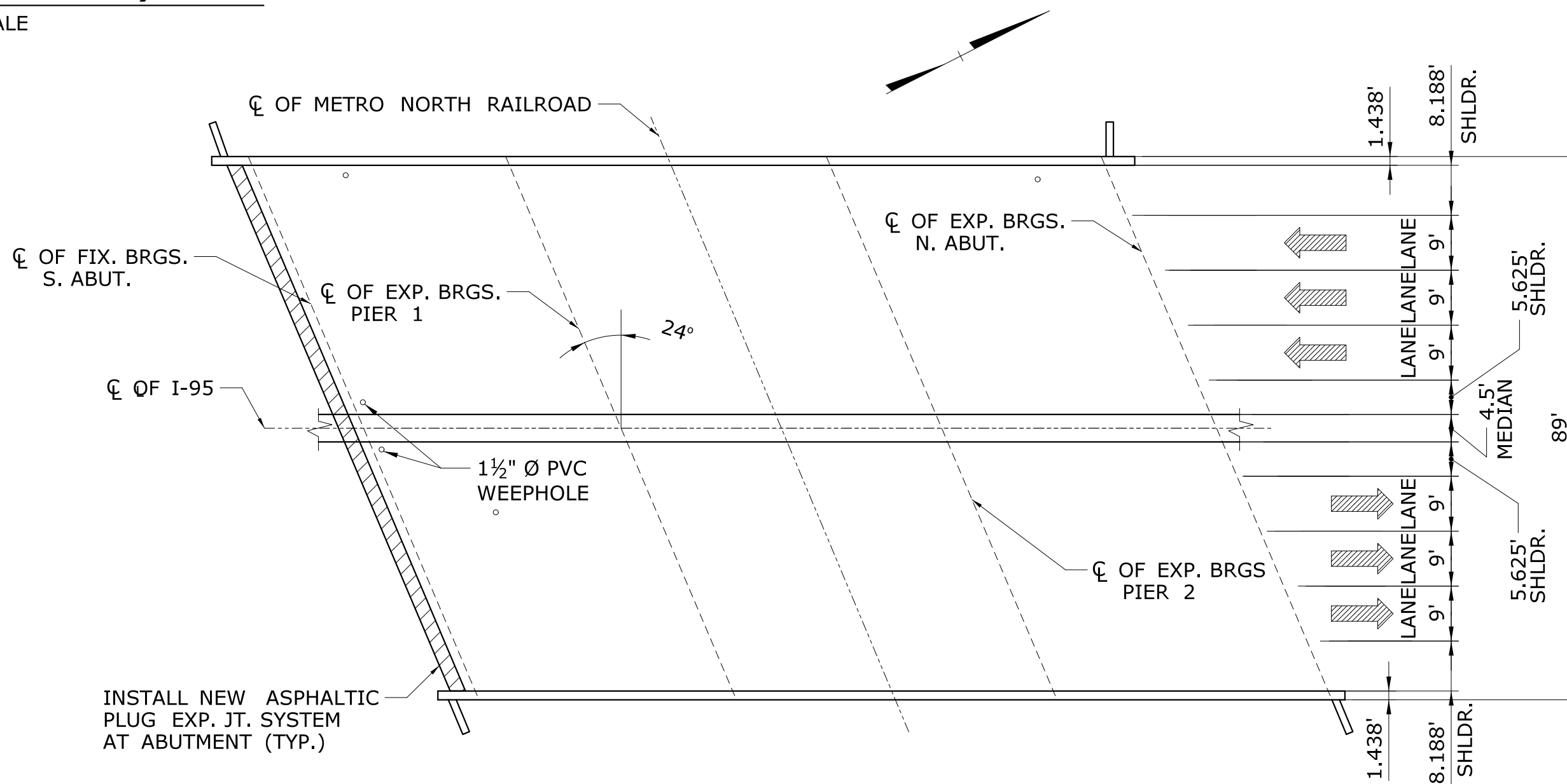
NOT TO SCALE

KEY
 ° INDICATES KNOWN WEEPHOLES. ALL WEEPHOLES TO BE CLEANED. WEEPHOLE LOCATIONS SHOWN ARE FROM EXISTING PLANS AND MOST RECENT BRIDGE INSPECTION REPORTS. ADDITIONAL WEEPHOLES MAY EXIST. TO BE PAID FOR UNDER THE ITEM "CLEANING WEEPHOLES"





**GENERAL PLAN - BRIDGE NO. 03563
(I-95 TR 803 OVER METRO NORTH, CRESCENT)**

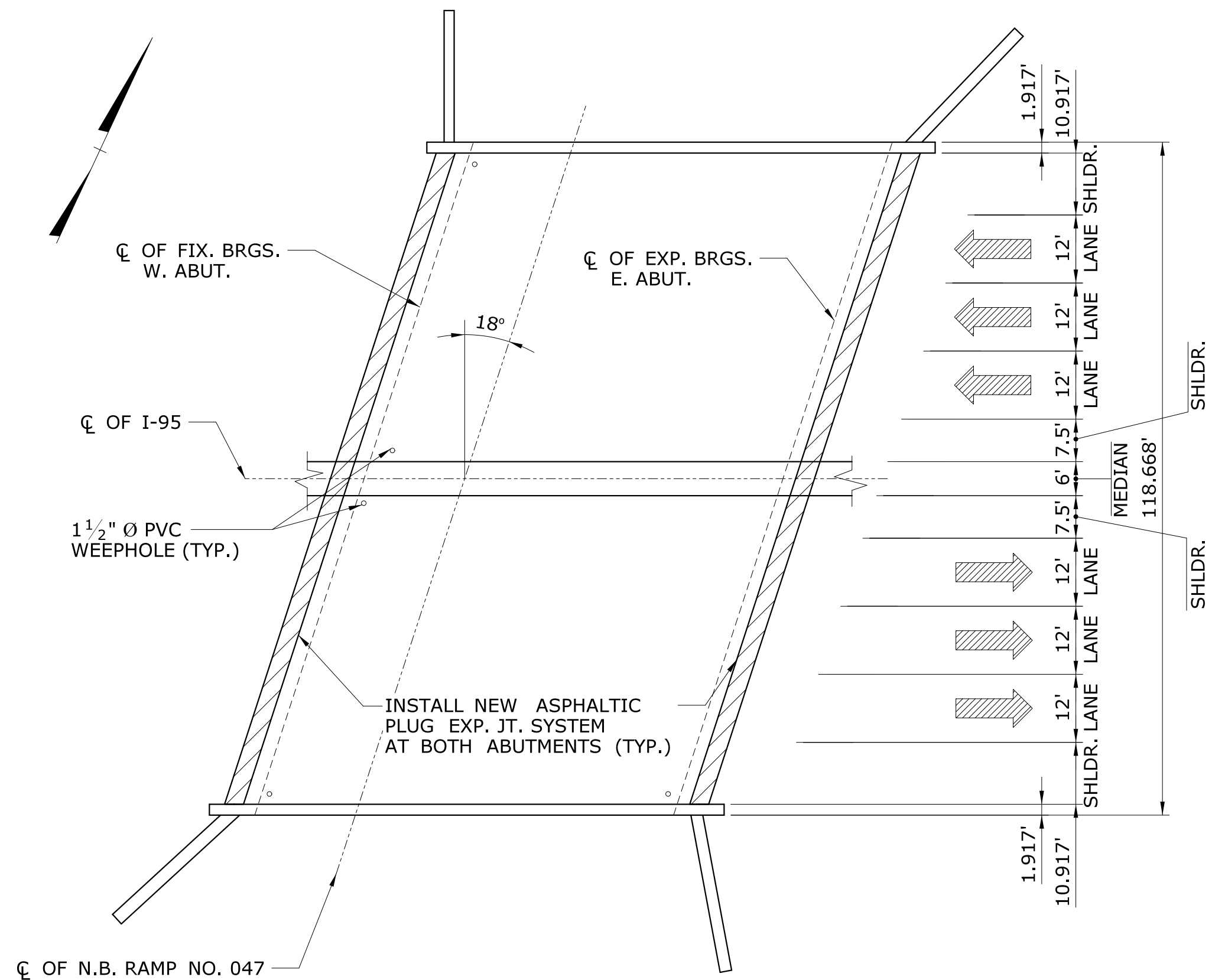
NOT TO SCALE



**GENERAL PLAN - BRIDGE NO. 00046
(I-95 OVER METRO NORTH RAILROAD)**

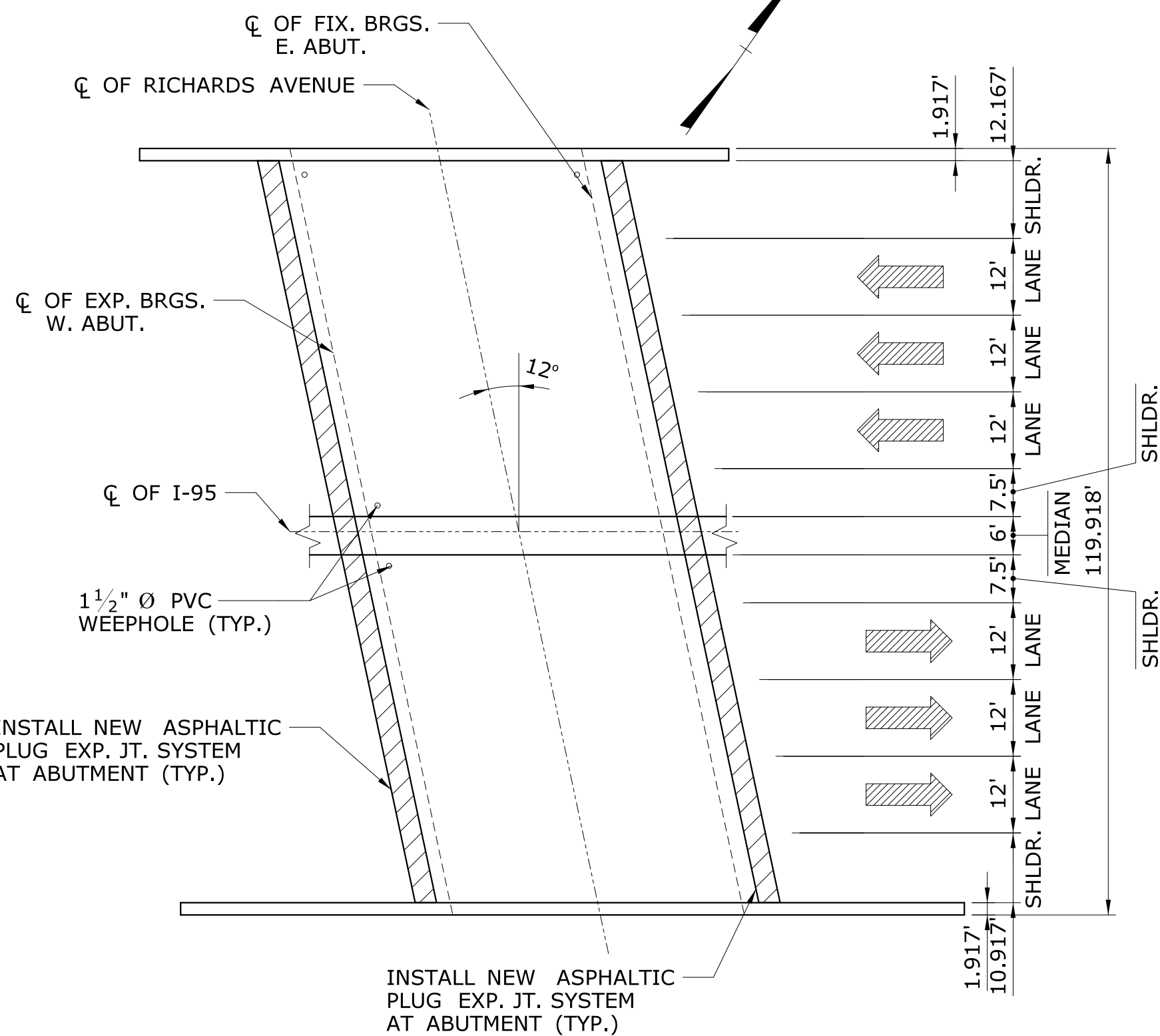
NOT TO SCALE

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						CHECKED BY: SAB		STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION		APPROVED BY: 				DRAWING TITLE: BRIDGE NO. 00043, 00044, 00045, 00046 & 03563 PLANS		DRAWING NO. S-03	
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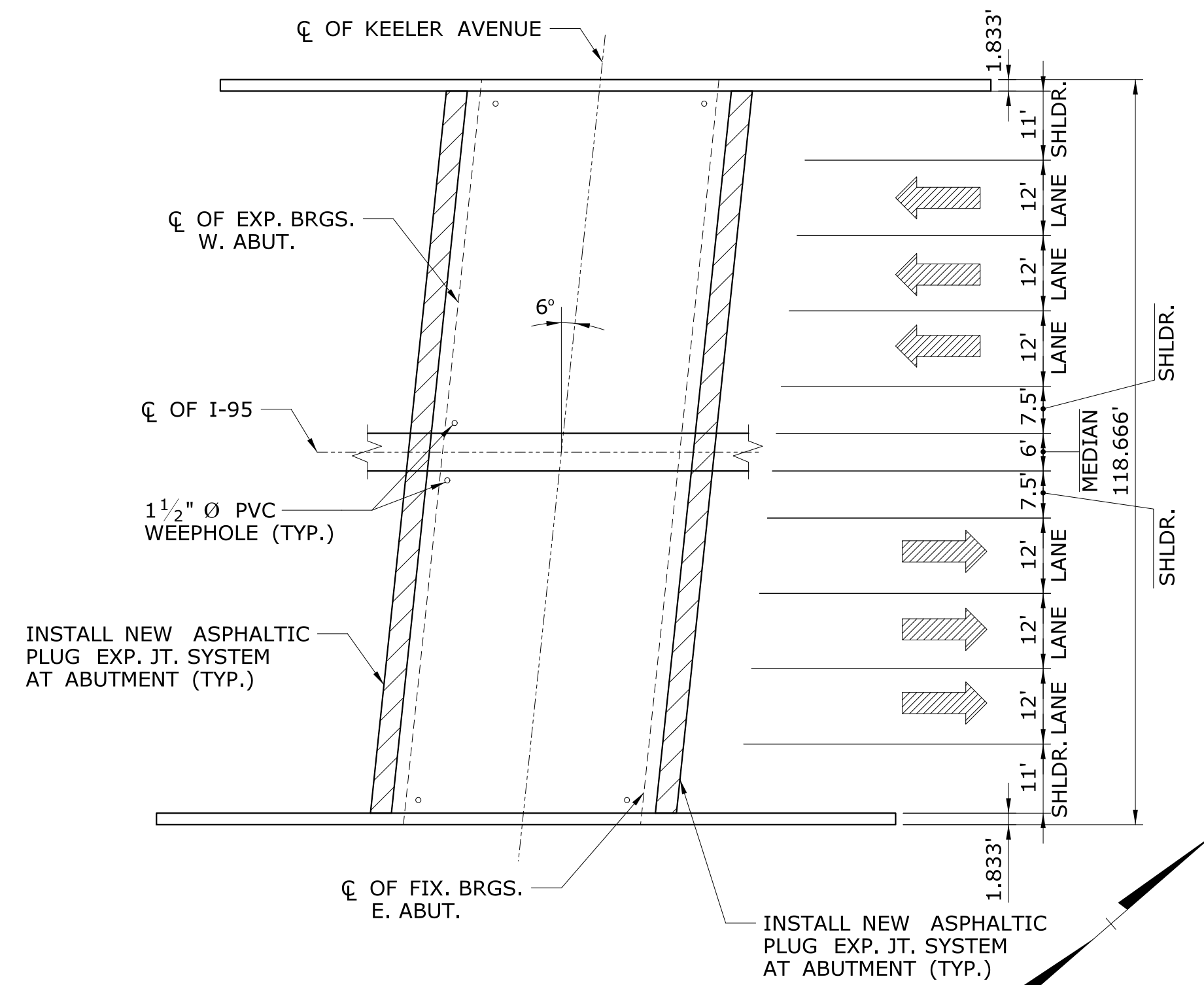
**GENERAL PLAN - BRIDGE NO. 00048
(I-95 OVER N.B. RAMP NO. 047 & FIVE MILE RIVER)**

NOT TO SCALE



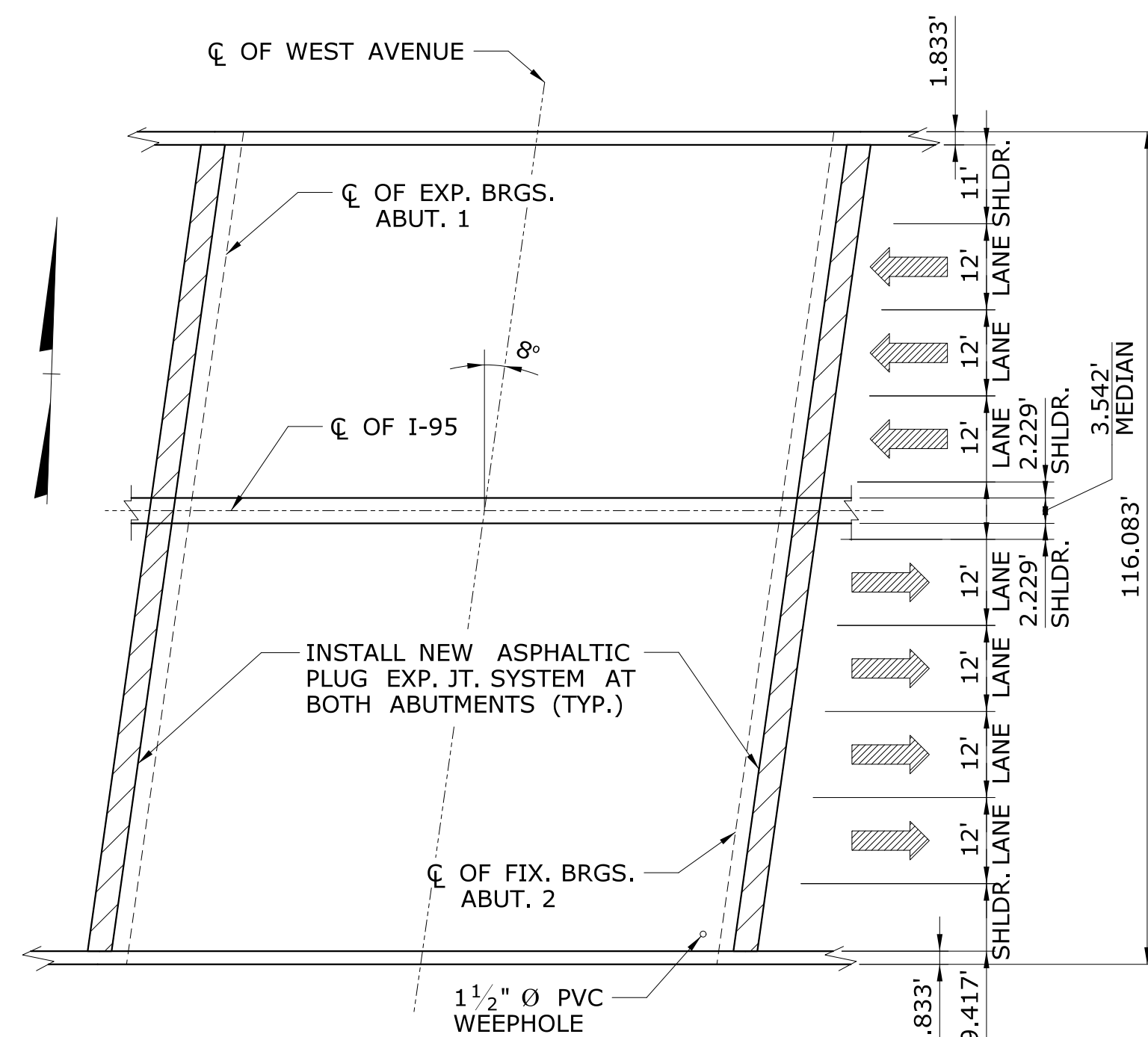
**GENERAL PLAN - BRIDGE NO. 00049
(I-95 OVER RICHARDS AVENUE)**

NOT TO SCALE



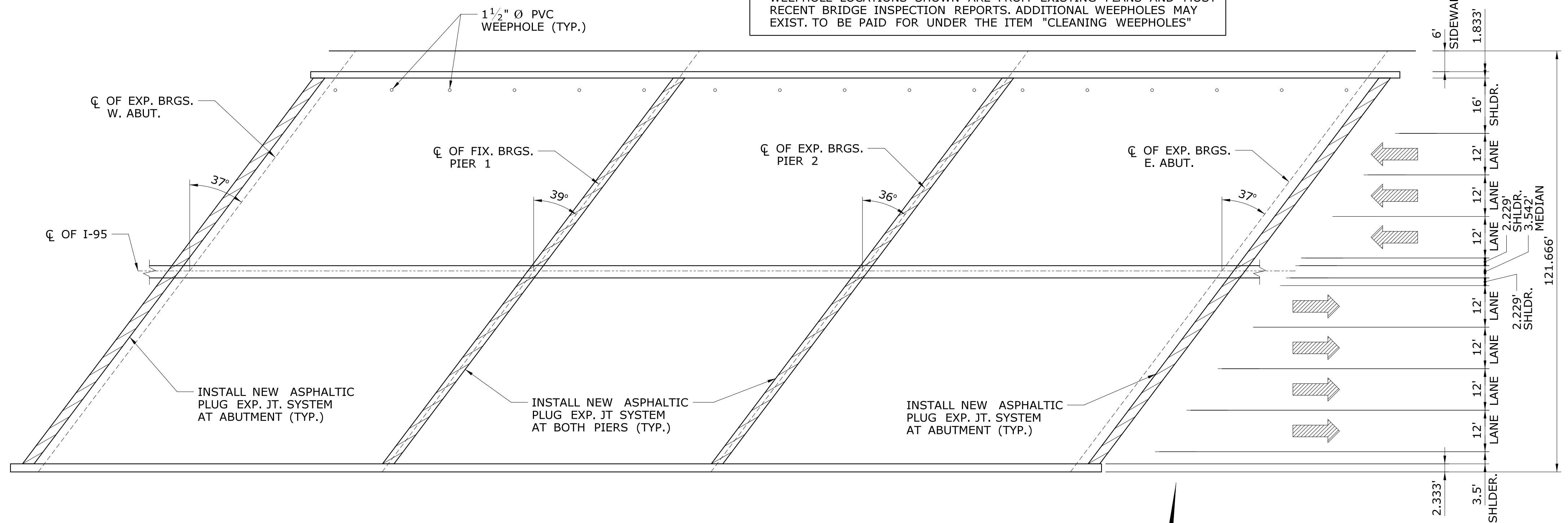
**GENERAL PLAN - BRIDGE NO. 00050
(I-95 OVER KEELER AVENUE)**

NOT TO SCALE



**GENERAL PLAN - BRIDGE NO. 00057
(I-95 OVER WEST AVENUE)**

NOT TO SCALE



**GENERAL PLAN - BRIDGE NO. 00058
(I-95 OVER CRESCENT STREET & METRO NORTH RAILROAD)**

NOT TO SCALE

KEY
 ○ INDICATES KNOWN WEEPHOLES. ALL WEEPHOLES TO BE CLEANED.
 WEEPHOLE LOCATIONS SHOWN ARE FROM EXISTING PLANS AND MOST
 RECENT BRIDGE INSPECTION REPORTS. ADDITIONAL WEEPHOLES MAY
 EXIST. TO BE PAID FOR UNDER THE ITEM "CLEANING WEEPHOLES"

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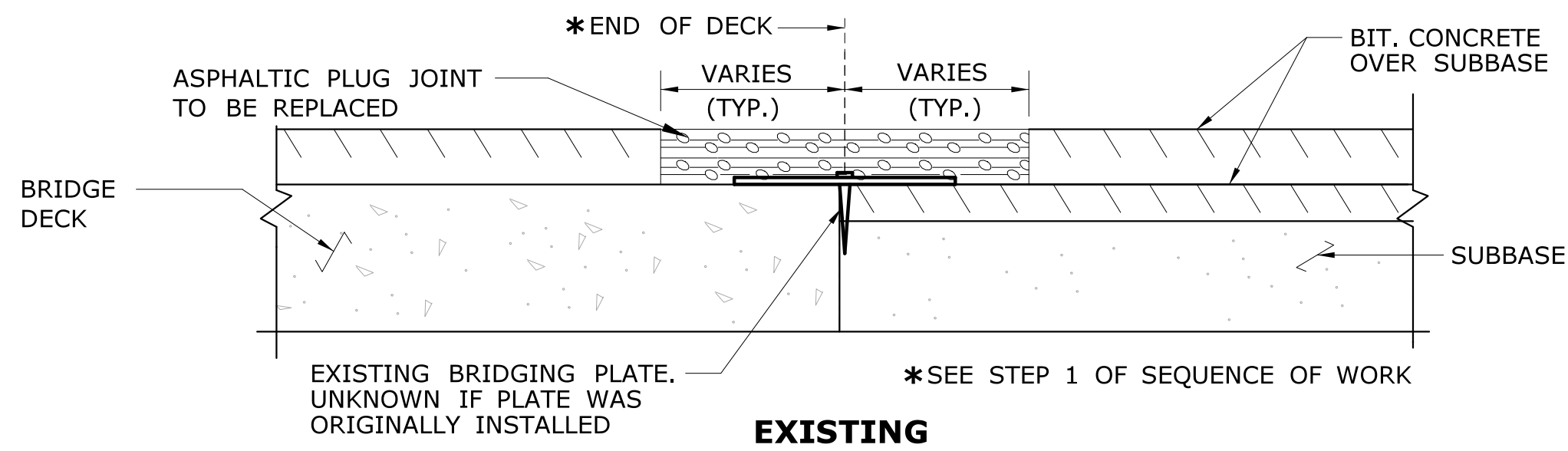
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DEPARTMENT OF TRANSPORTATION
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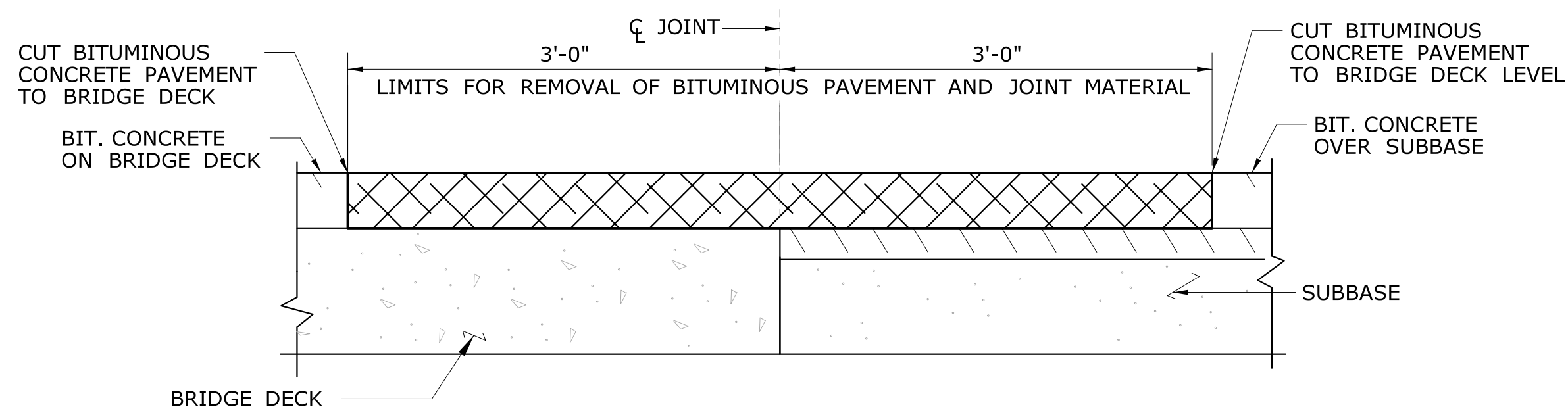
PROJECT TITLE:
**PAVEMENT PRESERVATION
ON I-95**

TOWN:
**DARIEN
AND NORWALK**
 DRAWING TITLE:
**BRIDGE NO. 00048, 00049,
00050, 00057 & 00058**

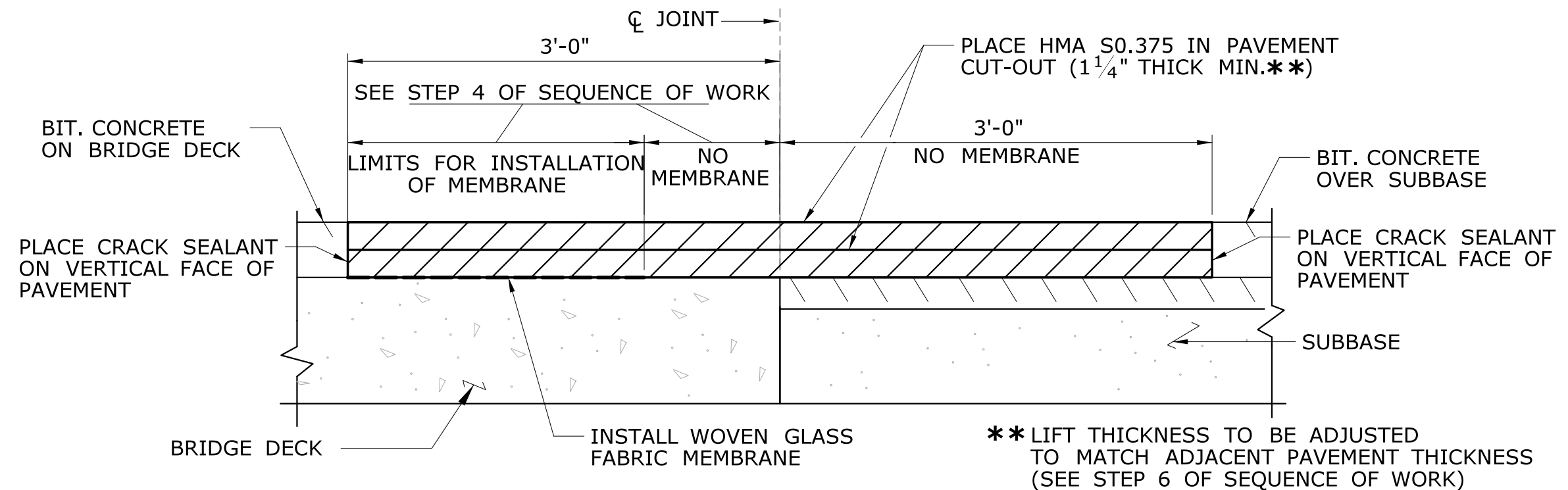
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 DRAWING NO.
S-04
 SHEET NO.
04.04



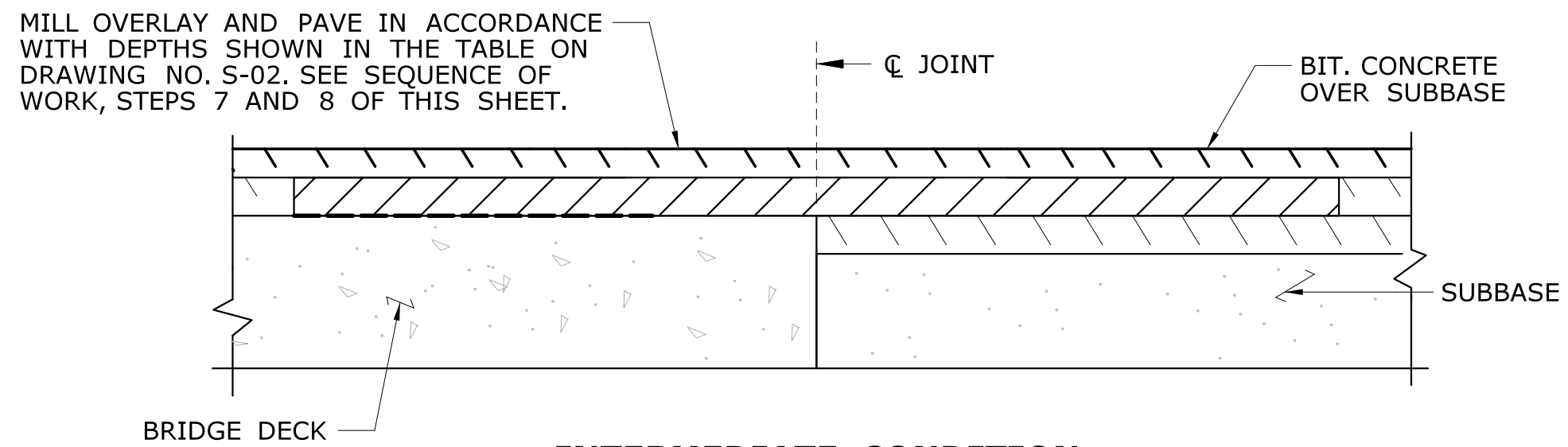
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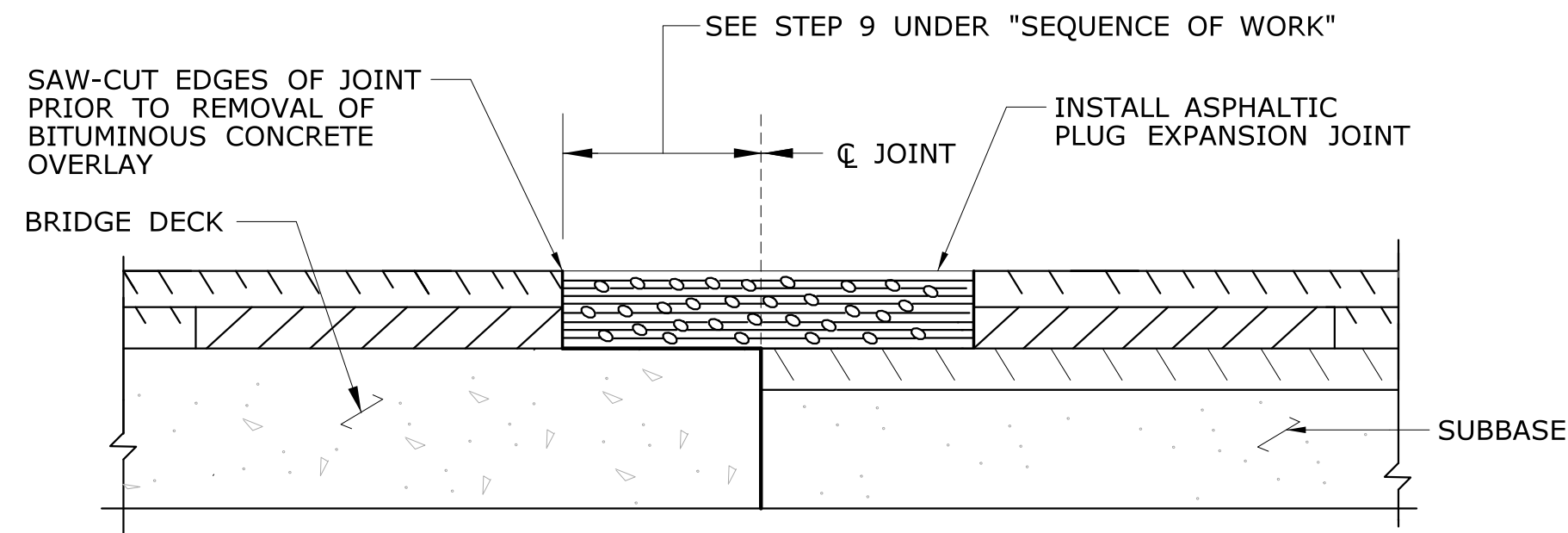
**INTERMEDIATE CONDITION
JOINT AND PAVEMENT REMOVAL (STEPS 1-3)**



**INTERMEDIATE CONDITION
PLACEMENT OF PAVEMENT IN JOINT CUTOUT (STEPS 4-6)**



**INTERMEDIATE CONDITION
MILLING AND PAVING (STEPS 7 & 8)**



FINAL CONDITION (STEPS 9 & 10)

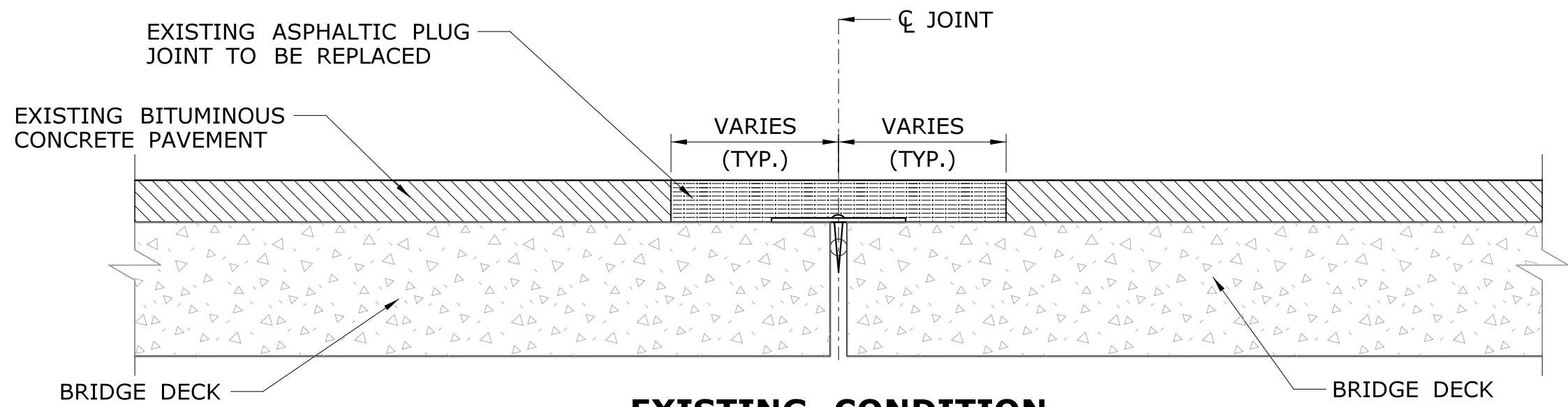
SEQUENCE OF WORK

- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE ROADWAY CENTERLINE TO DETERMINE THE DEPTH OF PAVEMENT AND THE LOCATION OF THE DECK END (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2.
- STEP 2: SAW-CUT BITUMINOUS PAVEMENT ON BOTH SIDES OF EXISTING JOINT FOR PAVEMENT CUT-OUT. EACH SAW CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE EXISTING JOINT. SAW-CUT SHALL NOT DAMAGE EXISTING DECK.
- STEP 3: REMOVE EXISTING PAVEMENT MATERIAL AND JOINT MATERIAL WITHIN THE LIMITS SHOWN. IF DECK DETERIORATION IS OBSERVED PROCEED TO S-08 FOR "SEQUENCE OF WORK FOR DECK REPAIR AT ASPHALTIC PLUG JOINT".
- STEP 4: INSTALL MEMBRANE TO THE TOP OF DECK WITHIN THE LIMITS SHOWN. THE MEMBRANE IS TO STOP 9" BEFORE CENTER OF JOINT IF BRIDGE SKEW < 45° AND 5" BEFORE CENTER OF JOINT IF BRIDGE SKEW > 45°. INSTALL BOND BREAKER BEFORE REPAVING TO THE LIMITS FOR "NO MEMBRANE" SHOWN ON THE DETAILS.
- STEP 5: PLACE CRACK SEALANT ON VERTICAL EDGE OF PAVEMENT ALONG SAW-CUT LINES.
- STEP 6: PLACE HMA S0.375 IN THE JOINT CUTOUT. REFER TO SHEET S-02 FOR THE REQUIREMENTS OF PAVEMENT REPLACEMENT AT ASPHALTIC PLUG JOINTS (APJ)
- STEP 7: MILL ROADWAY AND BRIDGE PAVEMENT TO SPECIFIED DEPTHS.
- STEP 8: PAVE TOP COURSE ON ROADWAY AND BRIDGE.
- STEP 9: CUT PAVEMENT FULL DEPTH, 10" EACH SIDE OF CENTER OF JOINT IF BRIDGE SKEW < 45°, 6" EACH SIDE OF CENTER OF JOINT IF BRIDGE SKEW > 45° AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW-CUTS AND THE BOND BREAKER.
- STEP 10: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM.

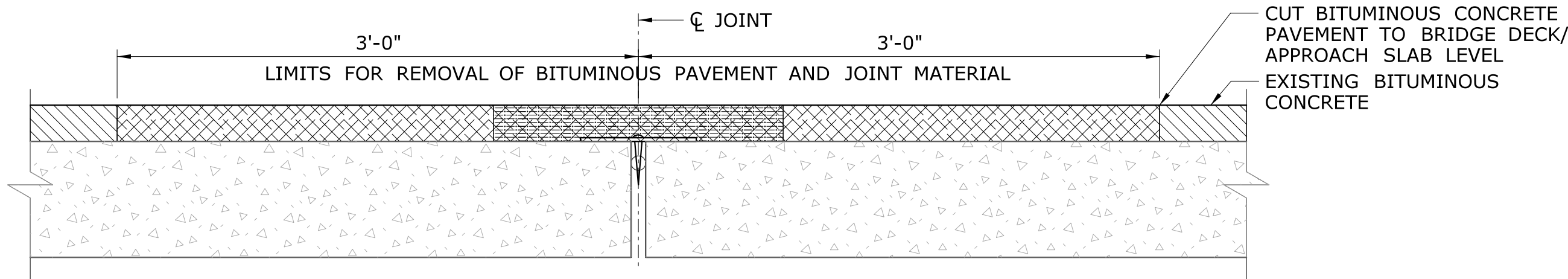
DETAIL A - PROPOSED ASPHALTIC PLUG JOINT WITHOUT BRIDGING PLATE

N.T.S.

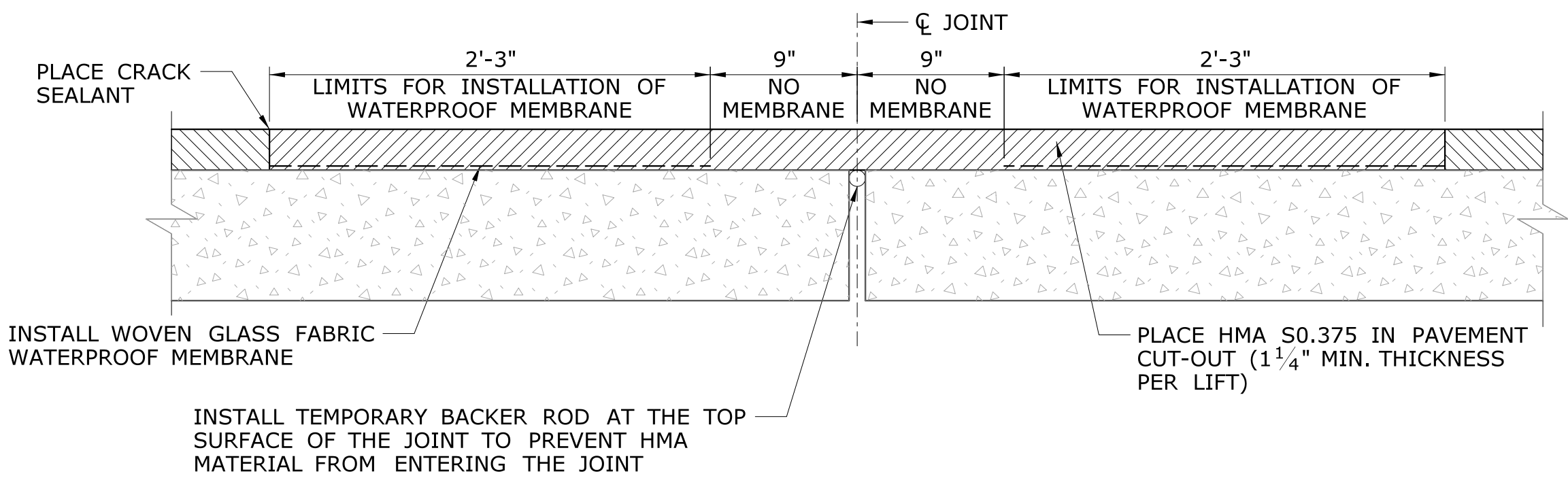
<div> <div>REV.</div> <div>DATE</div> <div>REVISION DESCRIPTION</div> </div>	<div> <div>SHEET NO.</div> <div>Plotted Date: 11/4/2014</div> </div>	<div> <div>THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.</div> </div>	<div> <div>DESIGNER/DRAFTER:</div> <div>JWP/SAB</div> <div>CHECKED BY:</div> <div>SAB</div> <div>SCALE AS NOTED</div> </div>	<div> <div>STATE OF CONNECTICUT</div> <div>DEPARTMENT OF TRANSPORTATION</div> <div>Filename: ...035-0195_SB-1-Index.dgn</div> </div>	<div> <div>SIGNATURE/BLOCK:</div> <div>OFFICE OF ENGINEERING</div> <div>APPROVED BY:</div> </div>	<div> <div>PROJECT TITLE:</div> <div>PAVEMENT PRESERVATION ON I-95</div> </div>	<div> <div>TOWN:</div> <div>DARIEN AND NORWALK</div> <div>DRAWING TITLE:</div> <div>ASPHALTIC PLUG JOINT WITHOUT BRIDGING PLATE</div> </div>	<div> <div>PROJECT NO.</div> <div>35-195</div> <div>DRAWING NO.</div> <div>S-05</div> <div>SHEET NO.</div> <div>04.05</div> </div>
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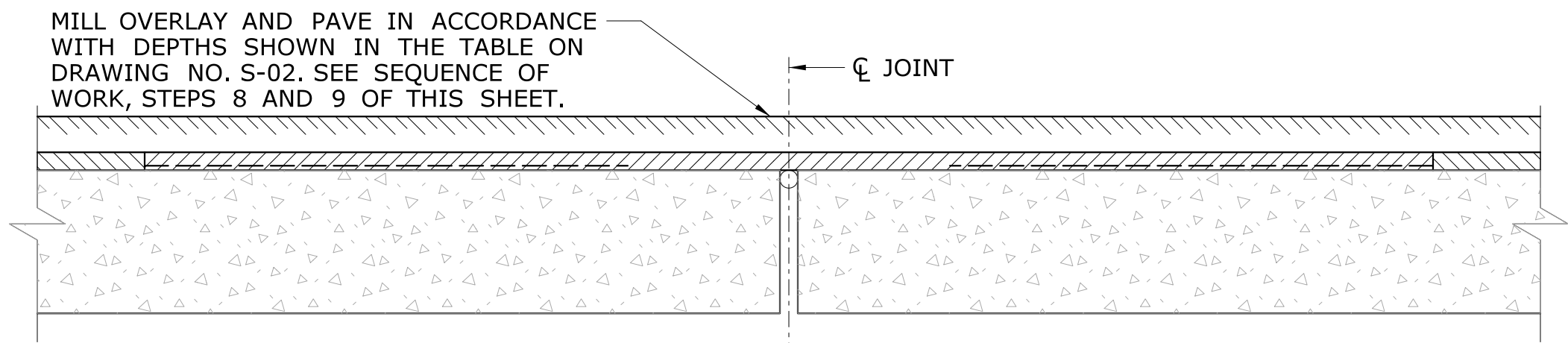
EXISTING CONDITION



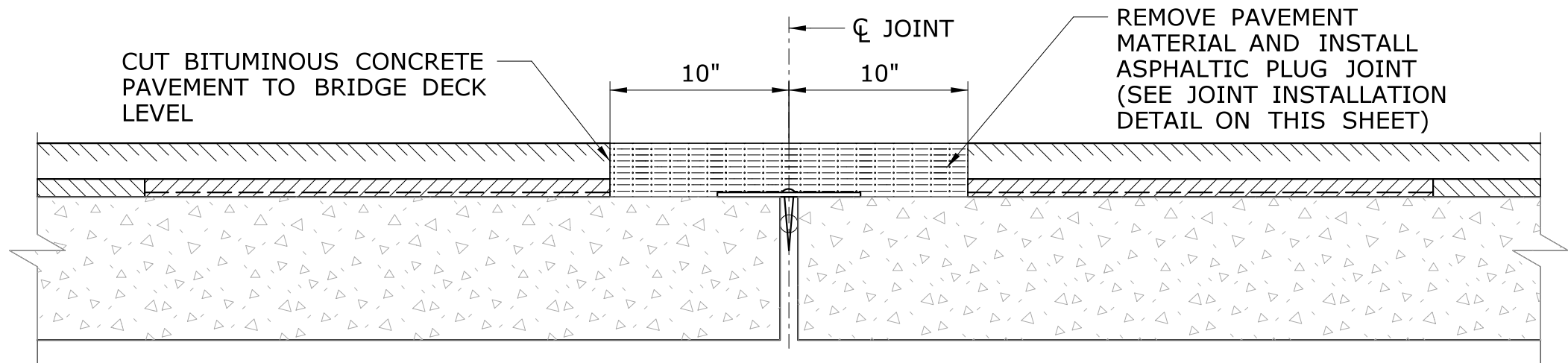
JOINT AND PAVEMENT REMOVAL (STEPS 1-3)



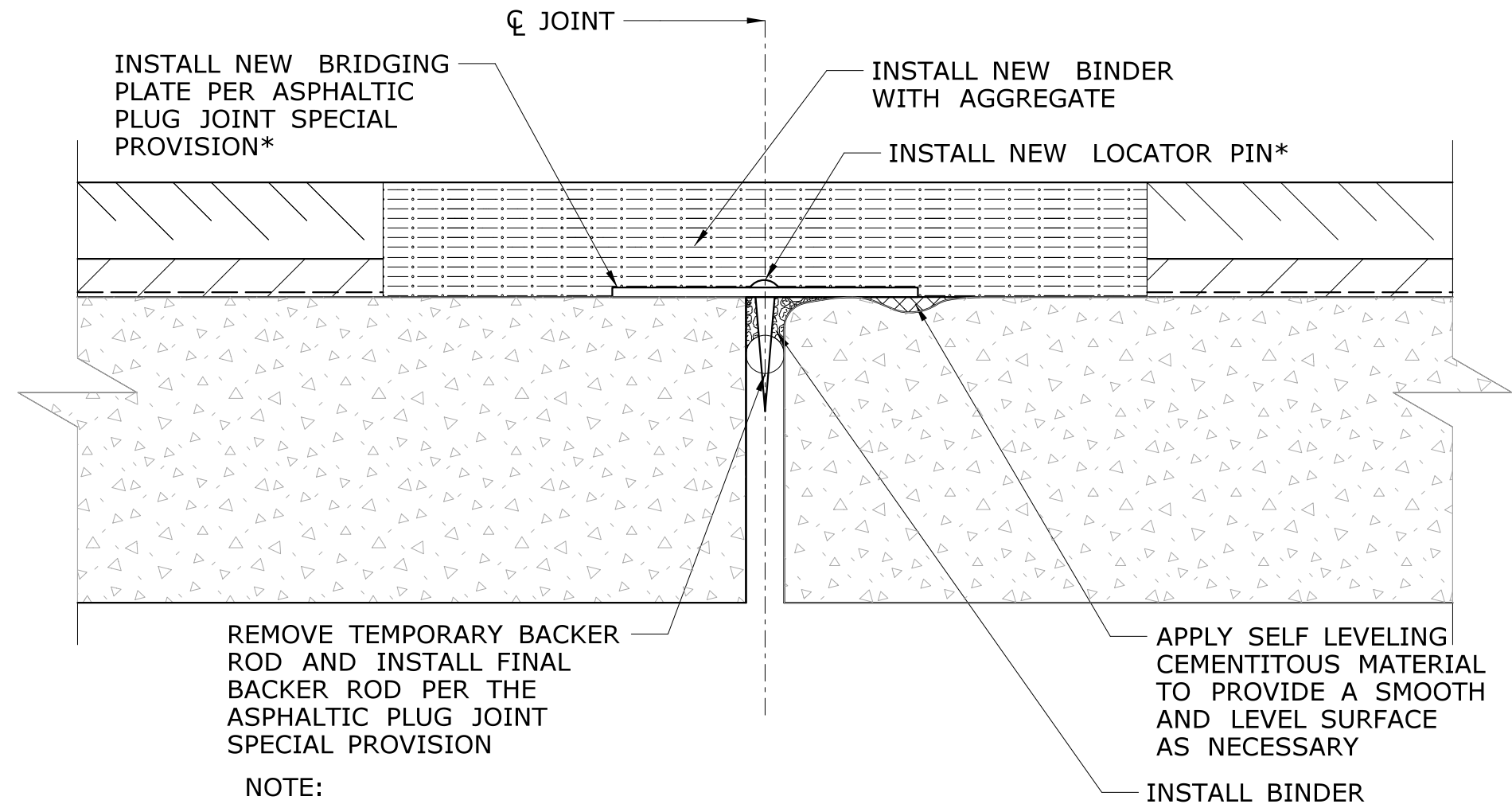
PLACEMENT OF PAVEMENT IN JOINT CUTOUT (STEPS 4-7)



MILLING AND PAVING (STEPS 8 & 9)



FINAL CONDITION (STEPS 10 & 11)



NOTE:

- BOTH EXISTING AND PROPOSED PAVEMENT THICKNESS MAY VARY.

* SHOULD THE ELEVATION OF THE APPROACH SLAB AND BRIDGE DECK DIFFER BY MORE THAN 3/8" DO NOT INSTALL THE BRIDGING PLATE OR LOCATOR PIN.



DETAIL - ASPHALTIC PLUG JOINT INSTALLATION

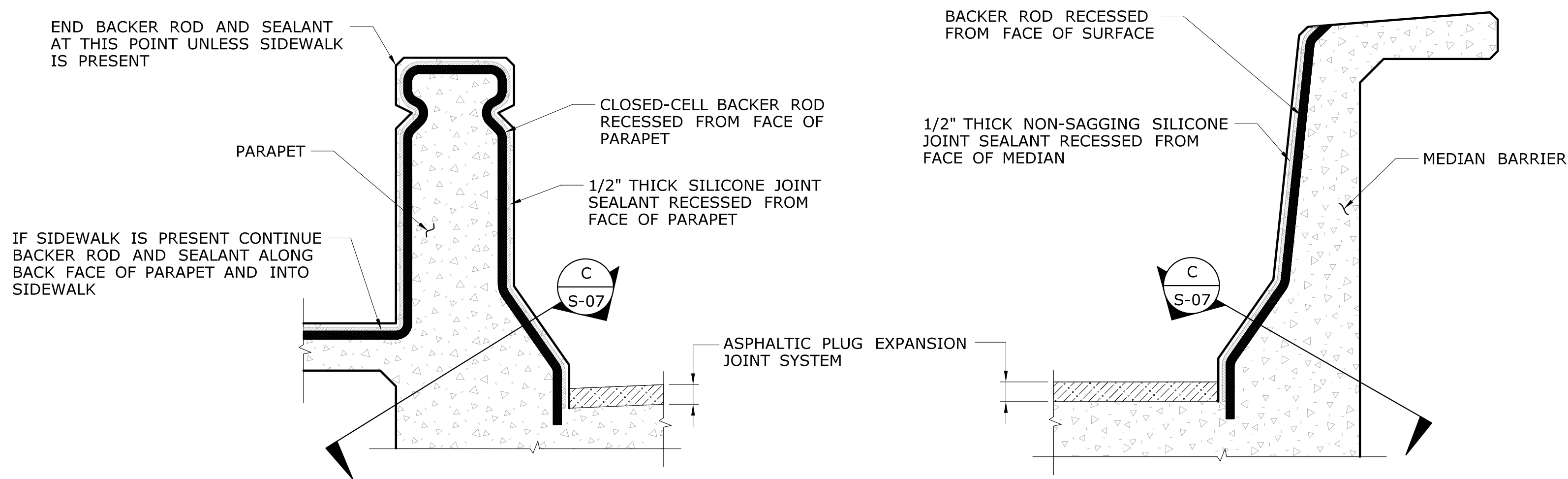
SUGGESTED SEQUENCE OF WORK

- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE ROADWAY CENTERLINE TO DETERMINE THE DEPTH OF PAVEMENT AND THE LOCATION OF THE DECK END (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2.
- STEP 2: SAW-CUT BITUMINOUS PAVEMENT ON BOTH SIDES OF EXISTING JOINT FOR PAVEMENT CUT-OUT. EACH SAW CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE EXISTING JOINT. SAW-CUT SHALL NOT DAMAGE EXISTING DECK.
- STEP 3: REMOVE EXISTING PAVEMENT MATERIAL AND JOINT MATERIAL WITHIN THE LIMITS SHOWN. IF DECK DETERIORATION IS OBSERVED PROCEED TO S-08 FOR "SEQUENCE OF WORK FOR DECK REPAIR AT ASPHALTIC PLUG JOINT".
- STEP 4: INSTALL TEMPORARY BACKER ROD FLUSH WITH THE BRIDGE DECK AND APPROACH SLAB
- STEP 5: INSTALL MEMBRANE TO THE TOP OF DECK WITHIN THE LIMITS SHOWN. INSTALL BOND BREAKER BEFORE REPAVING TO THE LIMITS FOR "NO MEMBRANE" SHOWN ON THE DETAILS.
- STEP 6: PLACE CRACK SEALANT ON VERTICAL EDGE OF PAVEMENT ALONG SAW-CUT LINES.
- STEP 7: PLACE HMA S0.375 IN THE JOINT CUTOUT. REFER TO SHEET S-02 FOR THE REQUIREMENTS OF PAVEMENT REPLACEMENT AT ASPHALTIC PLUG JOINTS (APJ)
- STEP 8: MILL ROADWAY AND BRIDGE PAVEMENT TO SPECIFIED DEPTHS.
- STEP 9: PAVE TOP COURSE ON ROADWAY AND BRIDGE.
- STEP 10: CUT PAVEMENT FULL DEPTH, 10" EACH SIDE OF CENTER OF JOINT (BOTH SIDES OF JOINT) AND REMOVE ALL PAVEMENT MATERIAL AND BOND BREAKER BETWEEN SAW-CUTS.
- STEP 11: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM.

DETAIL B - PROPOSED ASPHALTIC PLUG JOINT WITH BRIDGING PLATE

N.T.S.

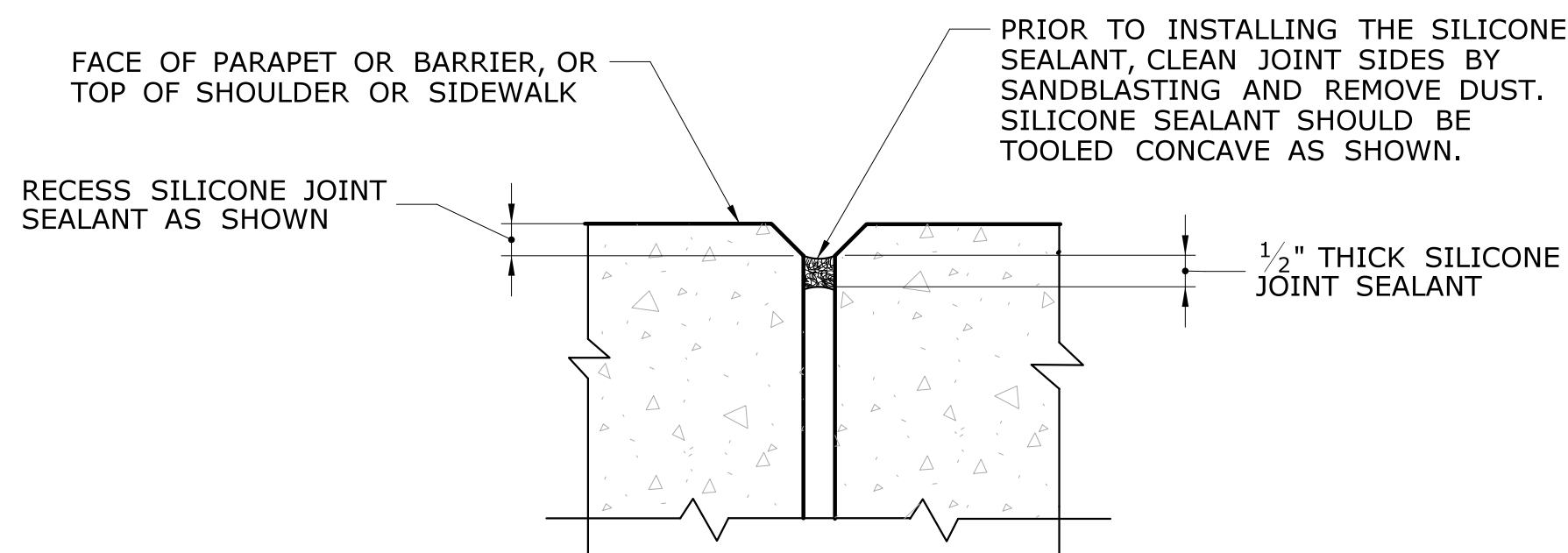
						THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: SAB		 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION		SIGNATURE/ BLOCK: OFFICE OF ENGINEERING		PROJECT TITLE: PAVEMENT PRESERVATION ON I-95		TOWN: DARIEN AND NORWALK		PROJECT NO. 35-195		
								CHECKED BY: SAB				APPROVED BY: 						DRAWING NO. S-06		
								SCALE AS NOTED										SHEET NO. 04.06		
REV.	DATE	REVISION DESCRIPTION		SHEET NO.	Plotted Date: 11/4/2014						Filename: ...\\035-0195-SB-1-Index.dgn									



JOINT TREATMENT AT PARAPET
NOT TO SCALE

JOINT TREATMENT AT MEDIAN BARRIER
NOT TO SCALE

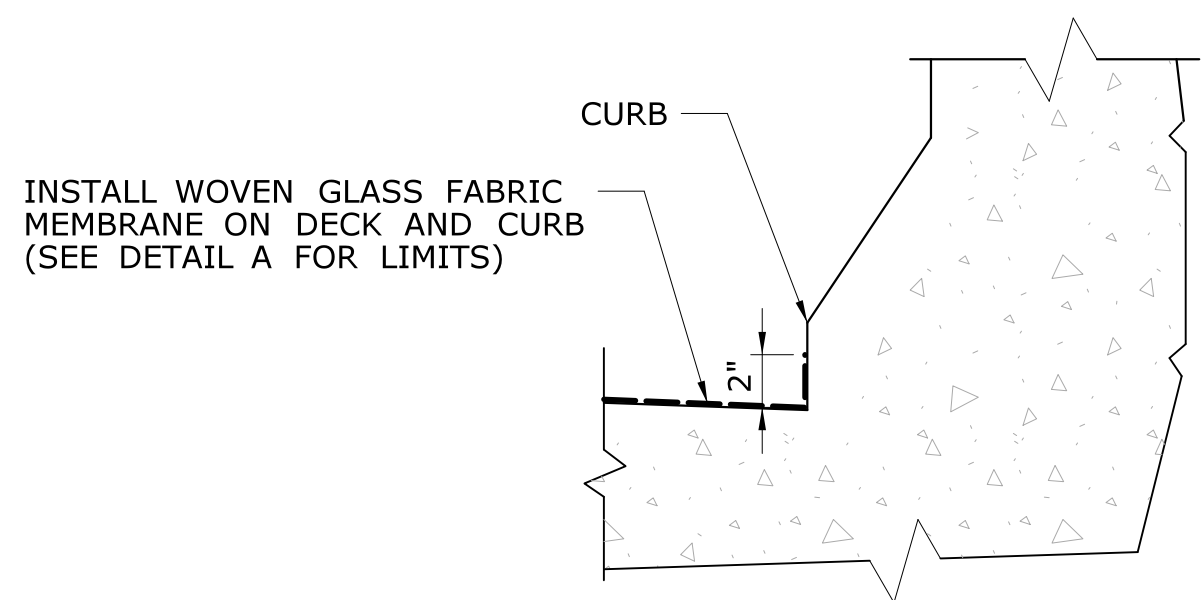
SILICONE JOINT SEALANT AND BACKER ROD DETAILS



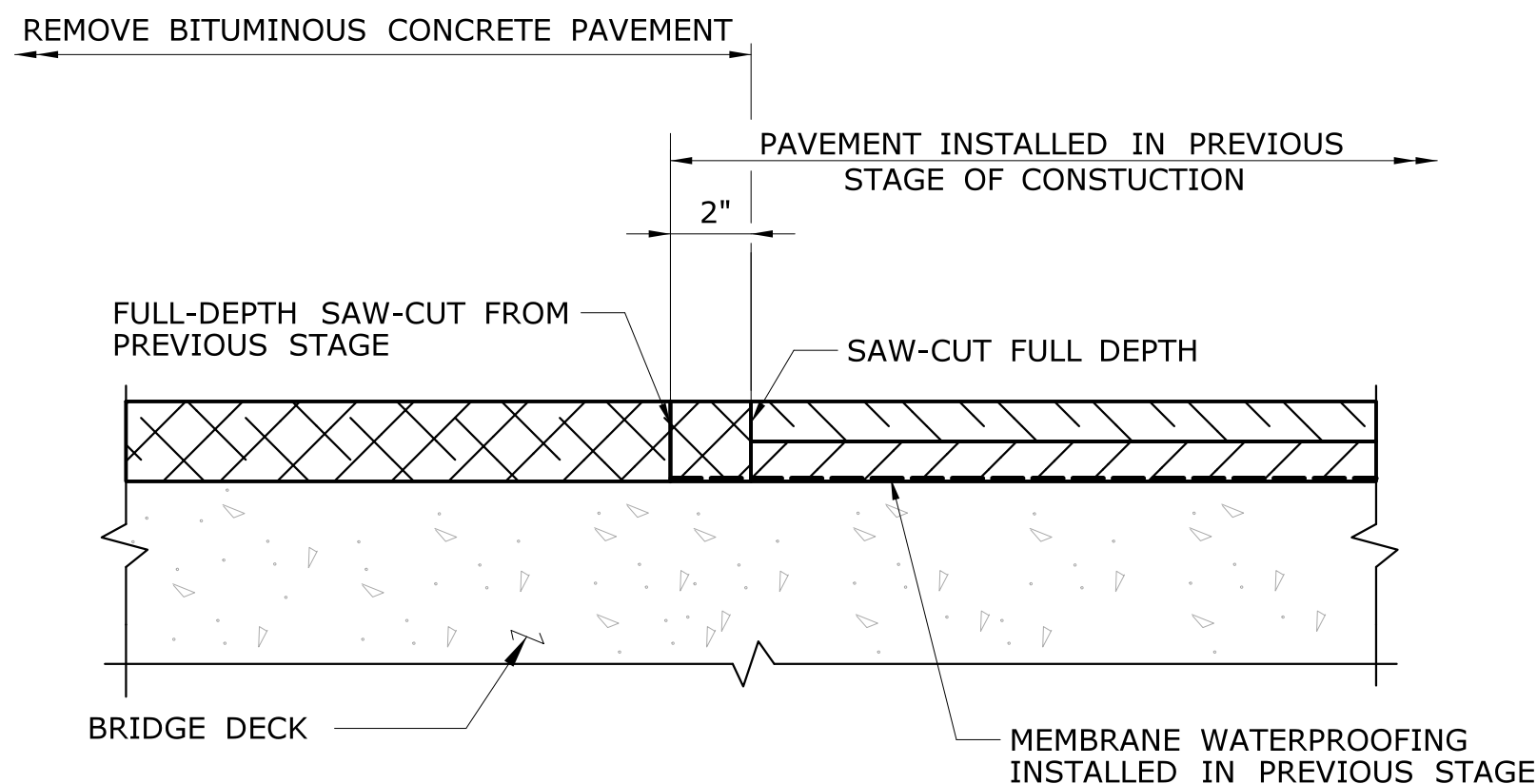
SECTION THROUGH PARAPET OR MEDIAN BARRIER JOINT **C**
NOT TO SCALE **S-07**

NOTE:

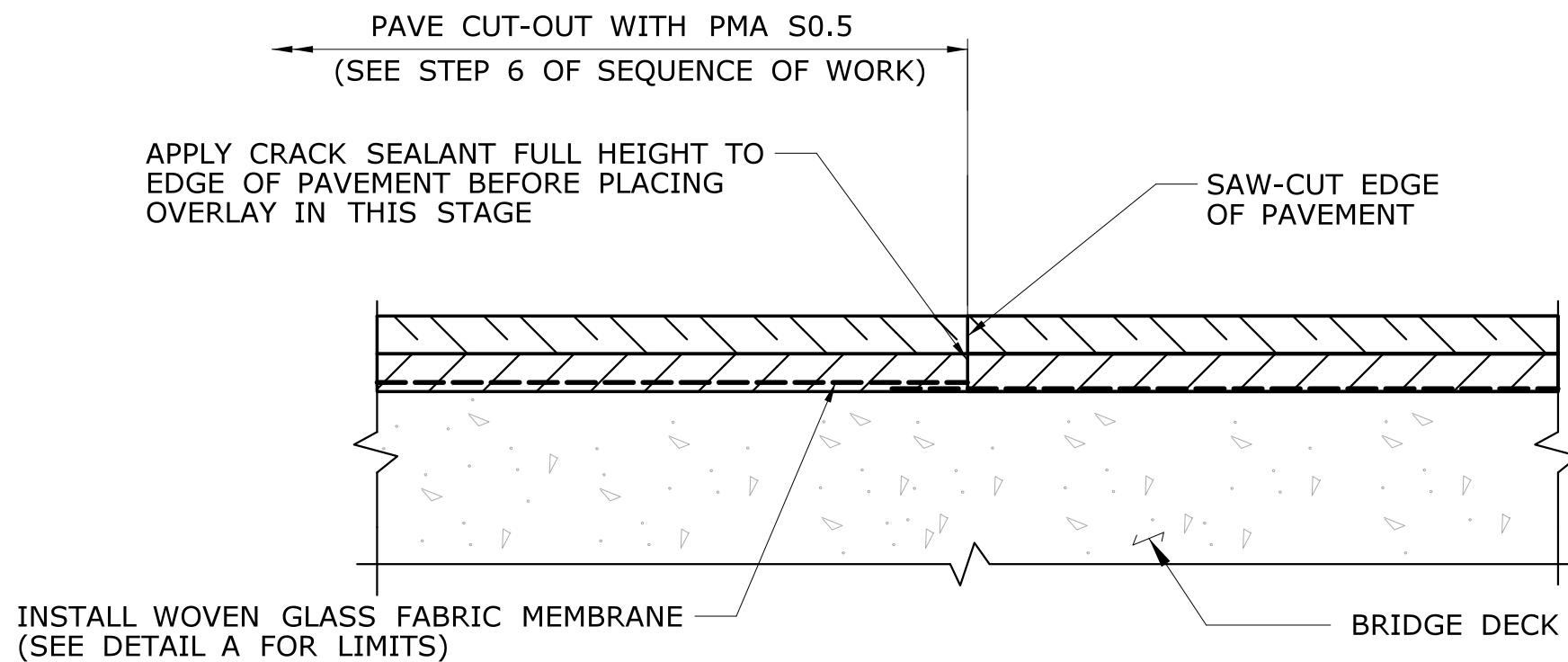
PRIOR TO INSTALLING THE NEW BACKER ROD AND SILICONE JOINT SEALANT, REMOVE EXISTING JOINT MATERIAL. CLEAN JOINT SIDES BY SANDBLASTING. DUST SHALL BE REMOVED BY THE METHOD APPROVED BY THE ENGINEER. THIS WORK WILL BE PAID FOR UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".





SECTION AT GUTTERLINE AT PAVEMENT CUT OUT
N.T.S.



SECTION - INITIAL LONGITUDINAL STAGE CONSTRUCTION JOINT IN PAVEMENT CUTOUT
N.T.S.

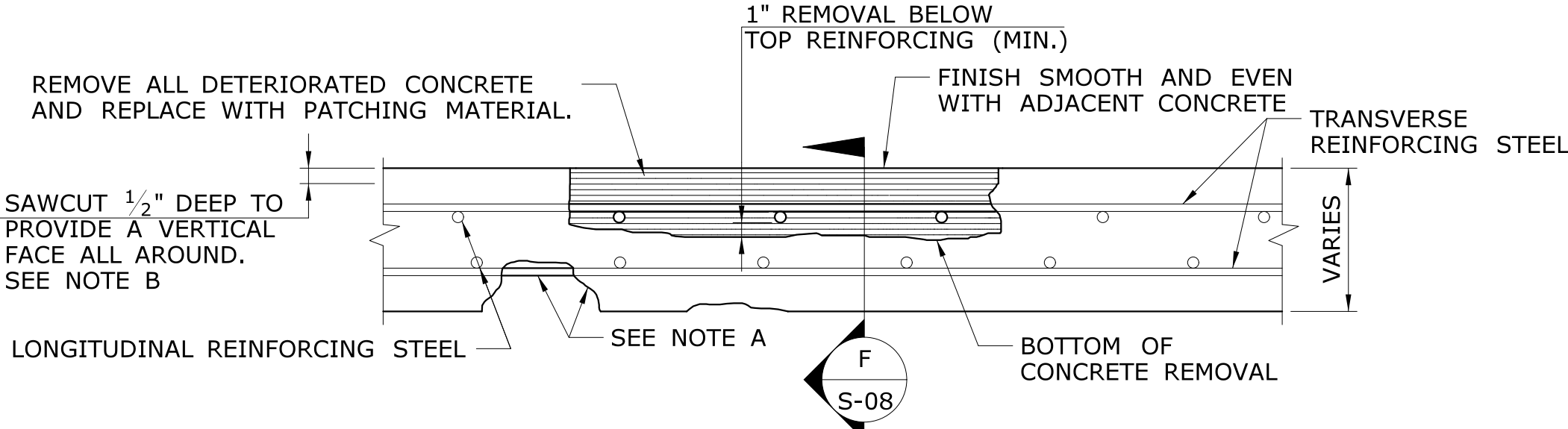


SECTION - FINAL LONGITUDINAL STAGE CONSTRUCTION JOINT IN PAVEMENT CUTOUT
N.T.S.

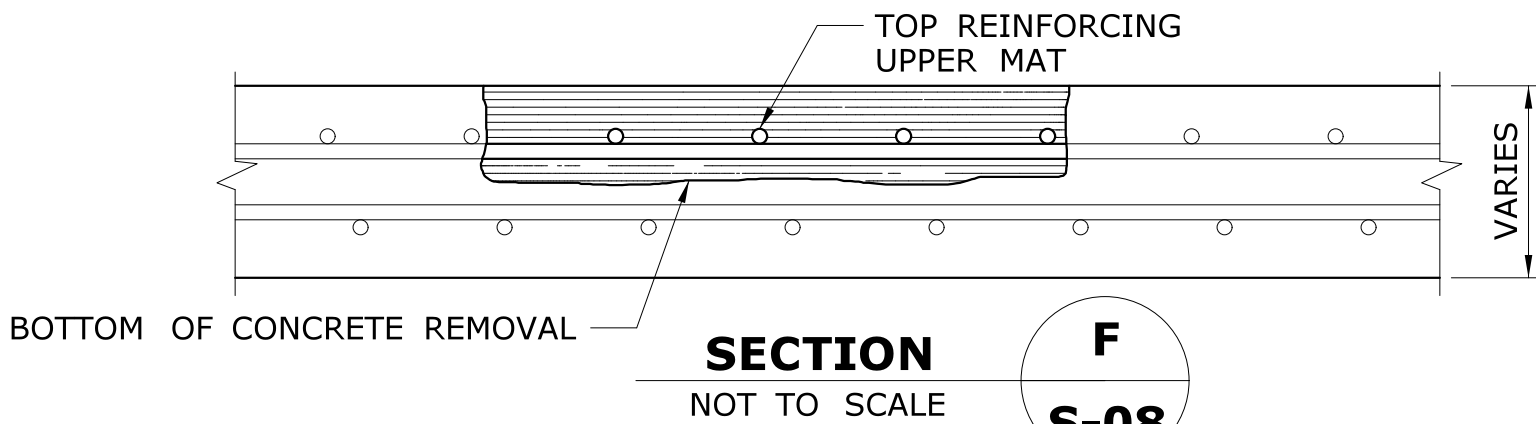
					THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: JWP/SAB CHECKED BY: SAB SCALE AS NOTED		 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...\\035-0195_SB-1-Index.dgn		SIGNATURE/ BLOCK: OFFICE OF ENGINEERING APPROVED BY: 		PROJECT TITLE: PAVEMENT PRESERVATION ON I-95		TOWN: DARIEN AND NORWALK DRAWING TITLE: MEMBRANE INSTALLATION & PARAPET JOINT DETAILS		PROJECT NO. 35-195 DRAWING NO. S-07 SHEET NO. 04.07		
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 11/4/2014															

DECK PATCHING NOTES

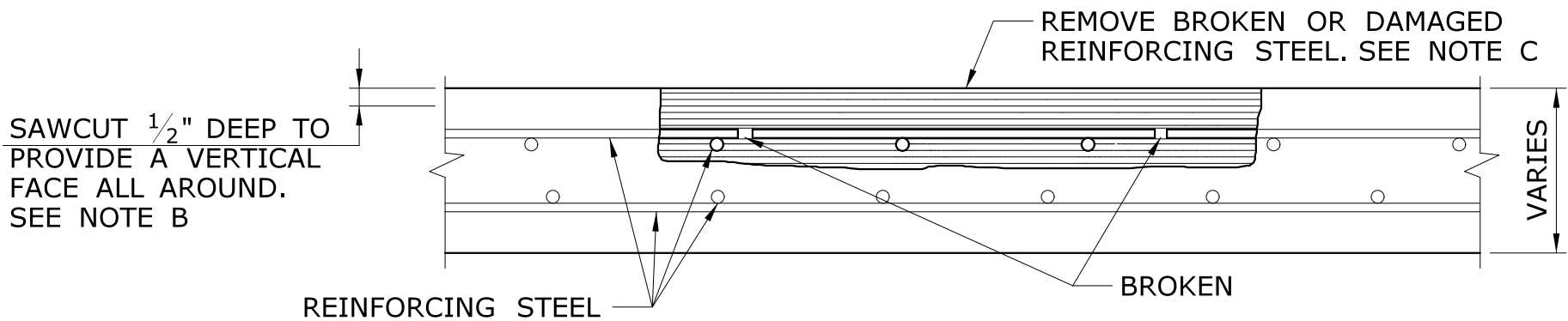
- NOTE A AREAS OF POP-OUTS CAUSED BY THE REMOVAL OF DETERIORATED CONCRETE TO BE COATED WITH EPOXY RESIN SYSTEM WHERE ORDERED BY THE ENGINEER. SEE SPECIAL PROVISION FOR "PARTIAL DEPTH PATCH"
- NOTE B THE COST OF 1/2" DEPTH SAWCUT SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR "PARTIAL DEPTH PATCH"
- NOTE C THE COST FOR REMOVING BROKEN OR DAMAGED REINFORCING AND PLACING NEW REINFORCING SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR "PARTIAL DEPTH PATCH"
- NOTE D THE EXACT LOCATION AND EXTENT OF ALL DETERIORATED DECK AREAS TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER. AFTER THE REMOVAL OF THE EXISTING OVERLAY, THE ENGINEER SHALL CHAIN DRAG AND HAMMER TAP THE DECK TO DELINEATE THE DETERIORATED AREAS. THE DETERIORATED DECK AREAS SHALL BE REPAIRED BY THE CONTRACTOR UTILIZING THE PARTIAL DEPTH PATCHING ITEM, AS DIRECTED BY THE ENGINEER. THE ESTIMATED QUANTITIES FOR THE PARTIAL DEPTH PATCHING ITEM AND DEFORMED STEEL BARS ARE NOT ASSIGNED TO ANY SPECIFIC DECK AREAS BUT SHALL BE USED WHERE DIRECTED BY THE ENGINEER.



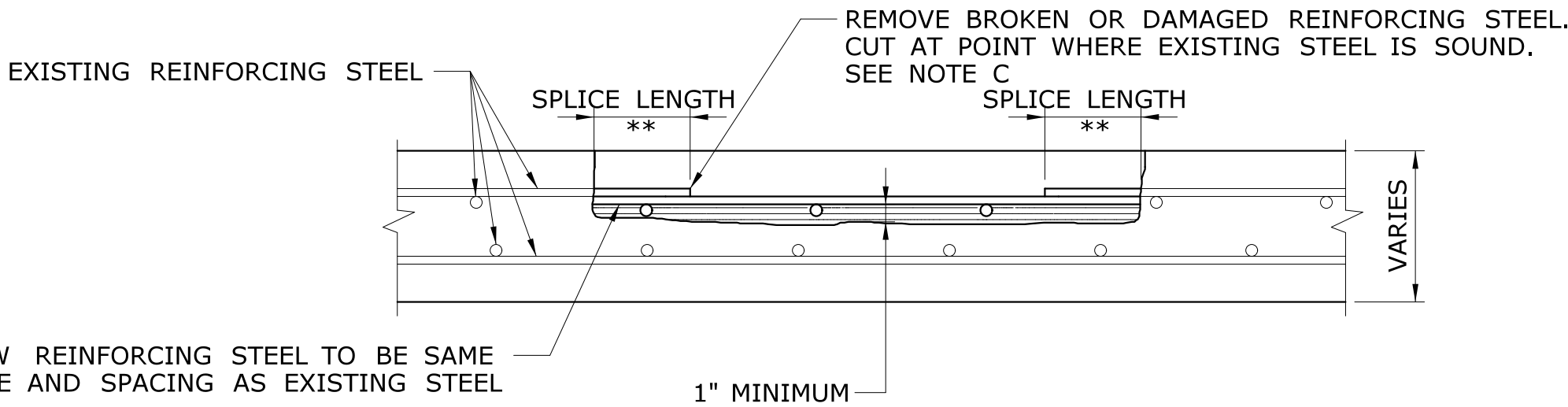
TYPICAL PATCH REPAIR



PARTIAL DEPTH PATCH REPAIRS



SECTION SHOWING CONCRETE REMOVAL AREA

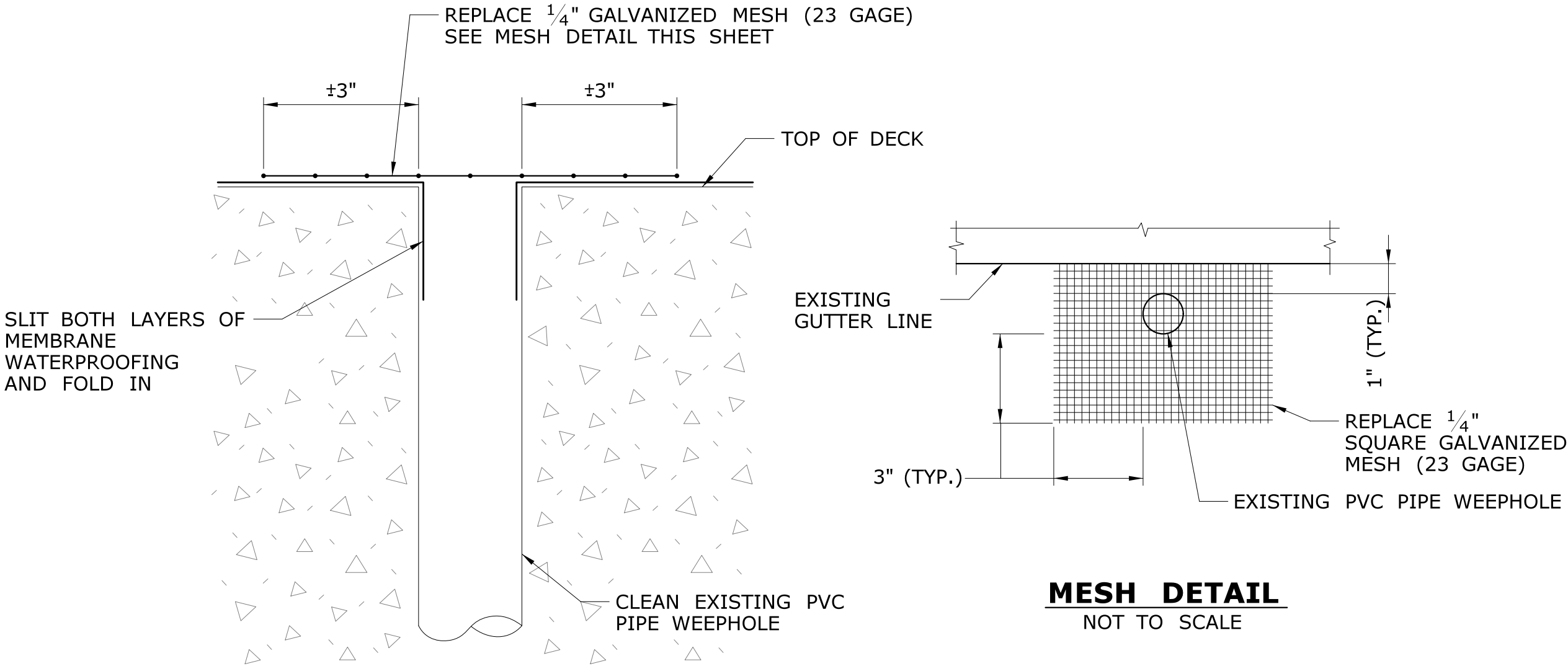


**FOR SPLICE LENGTH SEE TABLE BELOW

TABLE "A" MINIMUM SPLICE REQUIREMENTS	
BAR SIZE	SPLICE LENGTH
#4	21"
#5	26"
#6	33"

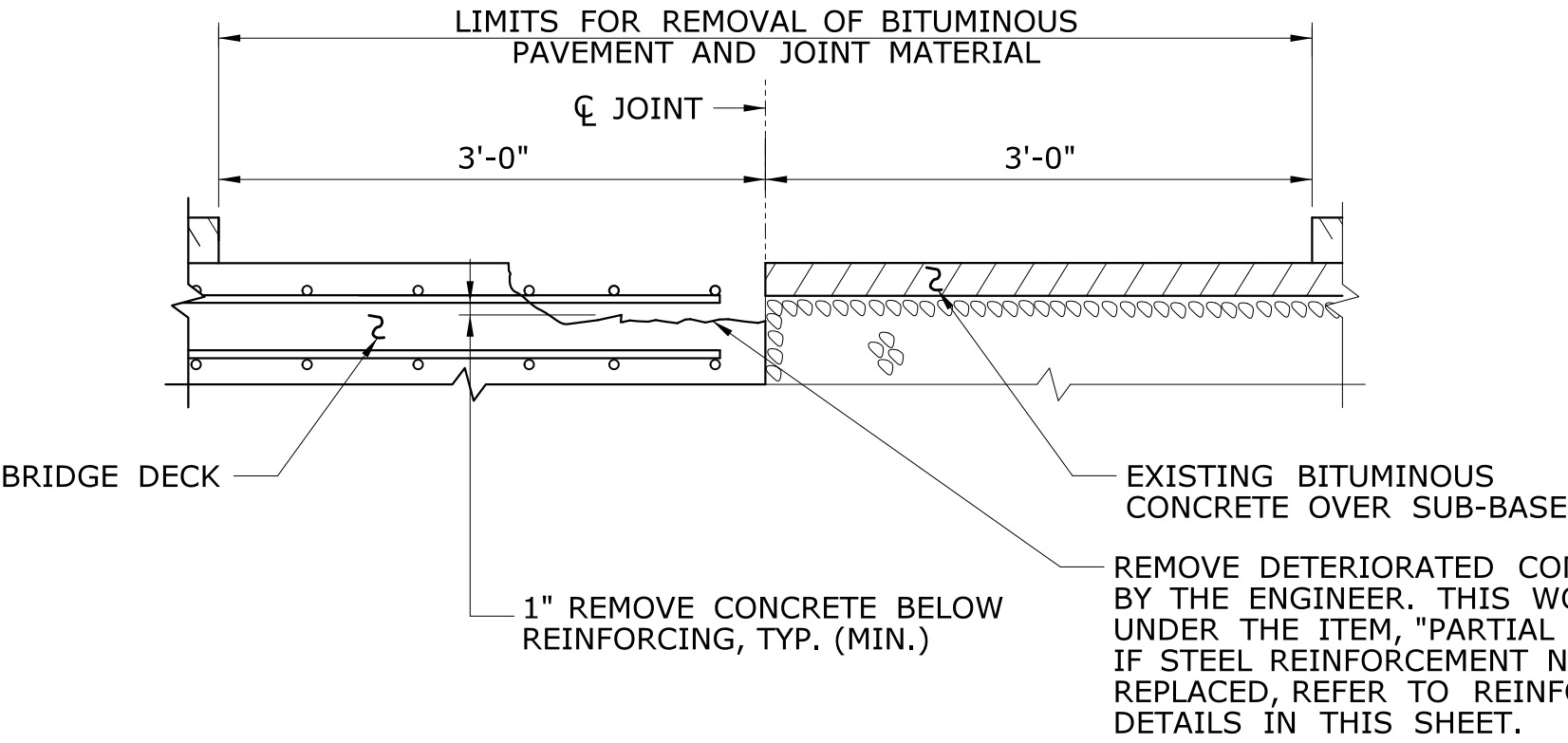
SPLICING REINFORCING STEEL
DAMAGED REINFORCING STEEL REPAIRS

DECK PATCHING DETAILS

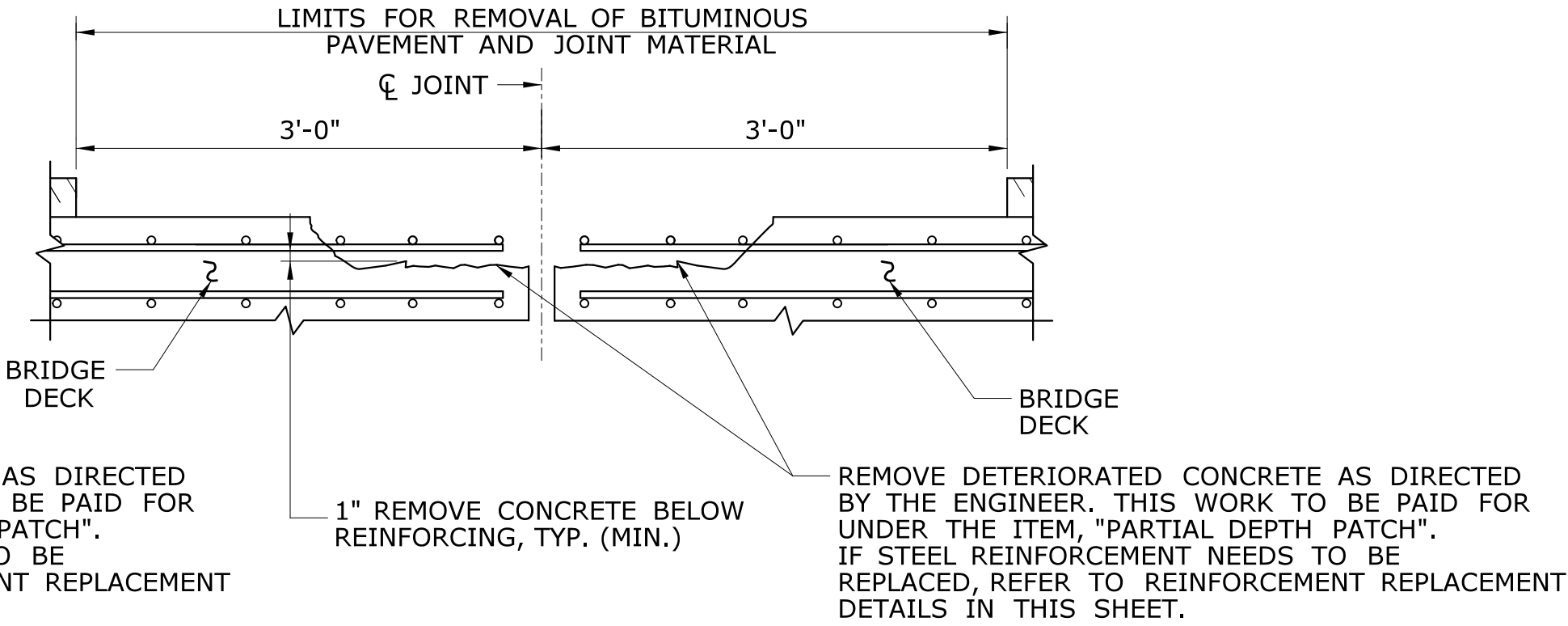


SECTION THROUGH WEEPHOLE

WEEPHOLE DETAILS



CONCRETE DECK REPAIR
WITHOUT BRIDGING PLATE



CONCRETE DECK REPAIR
WITH BRIDGING PLATE

SEQUENCE OF WORK FOR DECK REPAIR
AT ASPHALTIC PLUG JOINT

- STEP 1: REMOVE DETERIORATED CONCRETE AND CORRODED STEEL REINFORCEMENT AS DIRECTED BY THE ENGINEER. SUFFICIENT CONCRETE MATERIAL SHALL BE REMOVED TO ALLOW FOR 1" CLEARANCE BELOW THE REINFORCEMENT AS SHOWN IN THE DETAIL.
- STEP 2: PLACE HIGH EARLY STRENGTH CONCRETE MATCHING THE ELEVATION OF THE TOP SURFACE OF THE BRIDGE DECK.
- STEP 3: PLACE TEMPORARY PAVEMENT WITH A BOND BREAKER WHEN THE REPAIRED CONCRETE DECK ENDS HAVE A MOISTURE CONTENT GREATER THAN 6%. WHEN THE MOISTURE CONTENT 6% OR LESS, PROCEED TO STEP 5.
- STEP 4: REMOVE THE TEMPORARY PAVEMENT AS DIRECTED BY THE ENGINEER.
- STEP 5: CONTINUE WITH "SEQUENCE OF WORK" FOR APJ INSTALLATION PREVIOUSLY INITIATED, AT STEP 4 IN SHEET S-05 & S-06.

WEEPHOLE NOTES

- 1) FOR APPROXIMATE LOCATIONS OF THE WEEPHOLES SEE BRIDGE PLAN DRAWINGS
- 2) ALL WEEPHOLE LOCATIONS SHOWN ON PLAN DRAWINGS ARE TAKEN FROM EXISTING PLANS AND THE MOST RECENT BRIDGE INSPECTION REPORTS. OTHER WEEPHOLES MAY EXIST. ALL WEEPHOLES ENCOUNTERED DURING CONSTRUCTION ACTIVITIES SHALL BE CLEANED.
- 3) ALL WORK ASSOCIATED WITH CLEANING WEEPHOLES SHALL BE PAID FOR UNDER THE ITEM "CLEANING WEEPHOLES".

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 11/4/2014	DESIGNER/DRAFTER: JWP CHECKED BY: SAB SCALE AS NOTED	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...035-0195_SB-1-Index.dgn	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: DARIEN AND NORWALK DRAWING TITLE: DECK PATCHING AND WEEPHOLE DETAILS	PROJECT NO. 35-195 DRAWING NO. S-08 SHEET NO. 04.08
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